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American Railroad Journal.

New York, Saturday, March 28, 1874.

Bad and Good Seasons for Railroads.

We notice that since the events of September last, there is less talk about the inordinate profits of railroads. The edge has been taken off the sharp comments on "watered stocks" and "dividends on fictitious capital" by the great revulsion in trade and industry. Instead of a glut of traffic we have keen, and even reckless, competition for the little there is; so that it now appears as if, instead of needing more trunk lines, we need more business for those now built. So true is it, that when trade is dull and times hard, the railroad companies get less for carriage than when the wheels of industry are all in motion and freights are plenty. In other words, there are lean years and fat years in railroad business, as in other pursuits; and this should convince discontented agitators that their complaints were founded on an incomplete view of the subject. We are now witnessing the other side of the picture—the risks and losses to which railroads are exposed.

A large proportion of the newly-built roads are in default on their mortgage bonds; unable to pay interest upon half their cost of construction. Several of them have been so smitten by the paralysis of industry that they can with difficulty meet the operating expenses and pay-rolls. Of course, bondholders have to wait for the return of prosperous times; and stockholders will be required to wait until arrears of debt are paid up. At the same time many of the older roads are losing money; some of the best of them have to borrow money with which to pay bond interest; and more to pass their stock dividends. They are all, or nearly all, compelled to cut down wages, and to curtail expenses; but even this is very difficult. Fully nine-tenths, and possibly ninety-five hundredths, of all the railroads in the country are roads that will pay a low rate of interest on their cost—on the average of a series of years. The railroad construction of the country, with here and there an exception, was not overdone, not in advance of the wants of the country; but the competition for railroad labor, materials and men was so severe that the prices of all the elements governing the cost of railroads had been carried up to a level which made railroad-building far above its proper cost, and therefore such roads carry larger burdens of debt.

Such seems to be the history of corporate industrial enterprises in England and America. The iron-makers, for example, and the makers of textile fabrics have a succession of prosperous years in which factories are multiplied and production is pushed upward with hasty strides; then follows a break down, a bad year; then a slow and painful improvement, until consumption again overtakes production. So it is with railroads. We have had one period of extraordinary activity followed by a reaction. The roads completed to a through connection, or to cheap water lines, will gradually struggle out of their difficulties; here and there a tributary road, tapping some valuable mineral field, will also recover; but many others, without these advantages, will prove sources of loss to their builders.

At this moment there is a fierce competition waging between the Pennsylvania Railroad system and its rival on the south, the Baltimore and Ohio Railroad Company, which is more damaging to the combatants than to the on-lookers, though injurious to all. The latter company threw down the gauntlet by reducing its rates on freights between Chicago, St. Louis, Cincinnati, Pittsburg and the seaboard cities. Each of these rivals have European steamship lines as proteges of their own to foster; and as the exportable freights form the bulk of the surviving traffic, the competition soon became sharp. The panic having made serious inroads in the revenues of the Pennsylvania combination, the Baltimore and Ohio Company, flushed with the triumph of a recent loan in the London market, boldly cut down the passenger rates also, so that a passage ticket is sold, by the lines of either company, between Baltimore or Washington City to Pittsburg (over 500 miles) for $5.00; and at corresponding reductions over the wide extent of Western territory where the two systems come in direct competition. The contest seems to be one of capital and credit; and while it must, if prolonged, waste the substance of the combatants, it affects temporarily also the business and profits of the Erie and New York Central tiers of lines. The present indications are that the two latter will unite with the Pennsylvania Company to punish the Baltimore and Ohio, and thus coerce it into a policy more in harmony with the laws of trade. An agreement has been come to by the three first named companies as to passenger rates; and it is likely that some similar concert will be adopted as to freights.

This episode in the management of railroads, following so closely on the heels of the monetary panic, illustrates our point, that railroad profits this year, especially of the closely competing lines, cannot be large. It will not be necessary to inquire whether the capital of some of them is actual or fictitious. The farmers of the West will see how the law of supply and demand governs in railroads in spite of combinations to evade it. So soon as freights become scarce, rates fall; and when there is more freight to move to market than the roads can move, then rates will go up—and this in spite of all legislation or judicial restrictions.

☞ The Youngstown, Ohio, *Tribune* says that work is still progressing on the Painesville and Youngstown Railroad. The heavy grading at Swine creek, Geauga County, is about completed, and the laying of the iron has been resumed. It is expected that the cars will be running as far south as Middlefield in a few days.

Loan of 1858.

The five per cent gold loan of 1858 is practically wiped out from the list of Government indebtedness. The amount was $20,000,000, and it was optionally due on January 1, 1874. In December last Congress authorized the Secretary to exchange the five per cent funding bonds of 1870 for the loan of 1858, or to redeem the coupon bonds in coin. The holders of registered bonds converted them readily, because the 1870 bonds are more desirable, interest being paid on them quarterly in gold. Interest ceased on all coupon bonds February 1. Our financial agents at London have exchanged the remainder of the twenty millions, except about $200,000, which may be tied up in estates, etc., which will wipe out the loan.

Pittsburg, Cincinnati and St. Louis Railway.

At the annual meeting of the stockholders of this company, held at Steubenville, Ohio, on the 17th inst., the report of the president was read and approved and ordered to be printed. Directors were then elected as follows: Colonel Thomas A. Scott, George B. Roberts, H. H. Houston, Thomas L. Jewett, Hugh J. Jewett, Wm. Thaw, Wm. Phillips, J. N. McCullough, Robert Sherrard, Jr., David S. Gray, George W. Adams, Alfred Gaither and Strickland Kneass. At a subsequent meeting of the directors, the following officers were chosen: Thomas A. Scott, President; J. N. McCullough, Second Vice President; W. Thaw, Third Vice President; W. H. Barnes, Secretary, and Justin G. Morris, Assistant Secretary.

Pennsylvania Railroad Company.

TWENTY SEVENTH ANNUAL REPORT.

OFFICE OF THE PENNSYLVANIA RAILROAD CO.,
Philadelphia, March 6, 1874.

To the Shareholders of the Pennsylvania Railroad Company:

The Directors submit the following report of the operations of this company for the year ending on the 31st of December last:

The revenues of the company from its several investments, though curtailed to some extent by the effects of the late financial panic upon the business of the country during the last three and a half months of the year, have been very satisfactory, showing a surplus net profit for the year, from your main line between Philadelphia and Pittsburg, after meeting operating expenses, interest, taxes, and two semi-annual dividends, at the rate of ten per cent per annum, of $2,198,767 14, which amount is largely in excess of any deficiency that can occur in the operations of its leased lines and on account of its guarantee.

It is believed the net results for 1874 will show much more favorably, inasmuch as the extensive improvements which are being made to afford additional facilities for moving and handling the large increase of tonnage with economy and dispatch over your railways and at the terminal points at Pittsburg, Philadelphia and Jersey City, will be essentially completed within a few months. A partial and satisfactory use of them was had during the closing months of 1873.

The net profits of the first month of this year upon the line between Jersey City and Pittsburg exceed those of the corresponding month of last year four hundred and eighty six thousand three hundred dollars, without any material increase in its gross revenues—a result due to the saving effected through these increased facilities and the reduction of the price of materials and operating expenses.

The revenues of your main line between Philadelphia and Pittsburg during 1873, with its branches, were as follows:

From passengers		$4,160,141 97
" emigrant passengers		230,529 49
" mails		158,287 50
" express matter		450,241 40
" general freights		19,608,555 07
" miscellaneous sources		269,253 47
		$24,886,008 90
Expenses:		
For conducting transportation	$5,664,140 57	
For motive power	4,223,350 53	
For maintenance of cars	1,926,095 53	
For maintenance of road	3,246,882 20	
For general expenses	379,706 33	
		15,440,305 16
Leaving net earnings in 1873		$9,445,703 74

In the above cost of "maintenance of road" is included the difference in the price paid for steel rails to replace those of iron, amounting to 16,760 tons, or about $670,000.

The net earnings Pennsylvania Railroad for 1873, as above stated, were	$9,445,703 74
The net earnings Pennsylvania Railroad for 1872, were	8,247,852 18
Showing increase in 1873 of	$1,197,851 56
The total earnings of these works in 1873 were	$24,886,008 90
And for 1872	22,012,525 27
Showing the increase in 1873 of gross earnings	$2,873,483 63

Of the above earnings there were received from the 358 miles of main line:

In 1873 ($62,314 19 per mile)	$22,308,481 68
In 1872 ($55,896 14 per mile)	20,010,818 80
Increase from the main line	$2,297,662 88

And from the branch lines leased and owned, excepting the Philadelphia and Erie Railroad:

In 1873—511 miles in length	$2,577,527 22
In 1872—426 miles in length	2,001,706 47
Increase from branch lines	$575,820 75
The earnings of branch lines operated by your company in 1873, as already stated, were	$2,577,527 22
The expenses of operating them, including rents of the leased branches, were	2,560,097 10
Showing a net direct profit in operating these lines of	$17,430 12

The sources of revenue in 1873, compared with those of 1872, show the following figures:

	Decrease.	Increase.
From first class passengers	.....	$147,129 17
" emigrant passengers	$9,475 59	.....
" general freights	.....	2,751,663 66
" mails	.....	3,372 72
" express matter	.....	614 05
" miscellaneous	19,820 38	.....
Total net increase, as above stated		$2,873,483 63

The whole number of passengers carried in 1872 was 5,250,398, and in 1873, 5,879,684, an increase of 629,291, or 11 98-100 per cent. The average distance traveled by each passenger was 80 18-100 miles, being 2 93-100 less than in 1872.

The number of tons of freight moved (including 787,560 tons of fuel and other materials for the company's use) was 9,998,794 tons, embracing 4,527,501 tons of coal. It was, last year, 8,459,535 tons, showing an increase of 1,539,259 tons, or over 18 19-100 per cent. The increase in coal tonnage over that of 1872 was 858,430 tons.

The actual cost of operating your railroad in 1873 was, including branch lines, 62 04-100 per cent of receipts. Excluding branch lines, 57 74-100 per cent of receipts.

For more detailed statements of the receipts and expenses of your main line, the shareholders are referred to the full and satisfactory reports of the General Manager and Controller:

The net earnings of the Pennsylvania Railroad, between Philadelphia and Pittsburg, as already stated, were		$9,445,703 74
From which deduct two semi-annual dividends of 10 per cent per annum	$5,918,140 00	
Interest paid on bonds of the Co., floating debt, &c., $2,739,178 45; less interest and dividends received from investments in other lines &c., $2,372,107 64—* leaving a balance of interest account	367,070 81	
Rent of Harrisburg and Lancaster Railroad	132,651 46	
State taxes	369,074 33	
Instalments paid to the State of Pennsylvania on account of principle and interest of purchase of main line of public works, which has thus been reduced from $7,500,000, the amount of original purchase, to $5,401,675 41, all of which has been paid from net earnings of the railway	460,000 00	
		7,246,036 60
Leaving a surplus net profit for 1873 of		$2,198,767 14

The earnings of the United Railroads of New Jersey and branches, and the Philadelphia and Trenton Railroad, in all 276 miles of road, were in 1873:

From passengers		$4,660,122 37
" freights		3,398,231 39
" express matter		271,865 20
" mails		49,511 07
" miscellaneous sources		137,009 90
		$8,516,739 93
Expenses:		
For conducting transportation	$3,233,910 93	
For motive power	1,687,376 75	
For maintenance of cars	434,890 88	
For maintenance of road	1,337,470 12	
For general expenses	98,539 87	
		6,792,188 05
Leaving net earnings in 1873		$1,724,551 88

The sources of revenue in 1873, compared with those of 1872, show the following increases and decreases:

	Increase.	Decrease.
Passengers	$86,809 85	
Freights	134,937 53	
Express matter	35,310 25	
Mails	1,026 07	
Miscellaneous		$7,570 57
Total net increase	$250,513 13	

* It will be observed that after deducting the interest and dividends received, from the interest paid on bonds and floating debt of your company, the amount required from the earnings to meet interest is only equal to six per cent on $6,000,000 of debt.

The whole number of passengers carried in 1873 was 8,003,043, and in 1872, 7,580,795; an increase of $422,248, or nearly 5 6-10 per cent.

The average distance traveled by each passenger was 20 9-10 miles, being 4-10 of a mile less than in 1872.

The number of tons of freight moved (including 197,365 tons of fuel and other material for the company's use) was 3,051,577 tons, showing an increase of 515,273 tons, or over 20 31-100 per cent.

The actual cost of operating the United Railroads of New Jersey, including branches, after deducting transit duties, rent of Connecting Railroad, and interest on property, and excluding Belvidere Division, in 1873, was 74 4-10 per cent of its receipts. The cost of moving freight on these railways in 1873 was within 3 10 of a mill per ton per mile of the whole amount received for the service, chiefly in consequence of the great expense of handling it and the cost of ferriages.

On these lines, as well as on nearly all of the other lines worked by this company, it appears that more passenger trains were run during 1873, for the accommodation of the public, than were justified by their receipts, and, therefore, these facilities have been to some extent reduced.

The additional tracks laid upon the line of the railway, to avoid detention in the movement of trains, and the increased terminal facilities, provided to lessen the cost of handling freights, will, it is hoped, enable the New Jersey lines to meet their rental in future out of their own earnings.

The earnings of the Belvidere Delaware Railroad, 68 miles, and the Flemington Branch 12 miles, were in 1873:

From passengers	$195,220 62
" mails	5,758 98
" express matter	3,974 07
" general freights	938,228 30
" miscellaneous sources	5,040 79
	$1,148,222 76

Expenses:

For conducting transp.	$248,956 40	
For motive power	210,289 27	
For maintenance of cars	73,686 60	
For maintenance of road	292,912 65	
		825,912 65
Showing a balance to credit of Belvidere Delaware Railroad, and Flemington Branch, for 1873, of		$322,310 11

The following statement gives the increase in business of the Belvidere Delaware line for 1873 over 1872, including the first three months of 1872, during which time the road was operated by the Belvidere Railroad Company:

First three months, 1872	$187,287 86
Last nine months, 1872	664,393 18
	$851,681 04
Total for 1873	1,148,222 76
Total net increase	$296,541 72

The whole number of passengers carried in 1873 was 397,153, and the average distance traveled by each passenger was 17 miles.

The number of tons of freight moved (including 26,753 tons of fuel and other materials for the company's use), was 1,444,578 tons, embracing 1,224,528 tons of coal.

The actual cost of operating the Belvidere Delaware Railroad including the Flemington Branch, in 1873, was 71 93-100 per cent of its receipts.

No comparisons of tonnage and passengers are made with 1872, as the Pennsylvania Railroad Company did not assume the management of the Belvidere Delaware Railroad until April 1, 1872.

The earnings of the Philadelphia and Trenton Railroad and branches, 38 miles, and the United Railroads of New Jersey and branches, 238 miles, Belvidere Delaware Railroad, 68 miles, and Flemington Branch, 12 miles, and the Delaware and Raritan Canal, 61 miles, including feeder, in 1873, were:

From United Railroads of N. Jersey		$8,516,739 93
From Belvidere Delaware Railroad and Flemington Branch		1,148,222 76
		$9,664,962 69
Delaware and Raritan Canal		1,590,100 12
Total earnings during 1873		$11,255,062 81
Expenses:		
Of the United Railroads of N. Jersey	$6,792,188 05	
Of the Belvidere Delaware Railroad and Flemington Branch, including net earnings ($322,310 11)	1,148,222 76	
Of the Delaware and Raritan Canal	883,321 46	
		8,833,732 27
Total net earnings of railroads and canals in 1873		$2,431,330 54
Interest on bonds of United Railroad Company		$1,168,570 24
Dividends to shareholders		1,948,450 00
Making the rental		$3,117,020 24
Less net earnings of railroads and canals in 1873, as above		2,431,330 54
Showing a loss on the New Jersey Railroads and canals of		$685,689 70
The net profit of the Pennsylvania Railroad, after paying interest and dividends, &c., as before stated, was		$2,198,767 14
From which deduct loss on New Jersey Railroads		685,689 70
Leaving as surplus net profits on the whole line from New York to Pittsburg, after providing for a 10 per cent dividend and interest, &c		$1,513,077 44

The New Jersey lines, it is believed, after 1873 will show but little if any loss in working them, the large expenditures made to lessen the cost of moving and handling freights upon them being now nearly completed. In consequence of the want of these facilities the expenses of the freight department in 1873 very nearly equalled its receipts, leaving a margin of profit of but 32-100 of a mill per ton per mile.

The bridge recently placed by the New Jersey Central Railroad Company across the Raritan at Amboy, which now seriously impairs the free navigation of that river as granted by the State of New Jersey, by the Delaware and Raritan Canal Company, threatens to still more seriously interfere hereafter with the business of this great national highway, which form an important link of the only internal water avenue of commerce between the seaboard cities. The Pennsylvania Railroad Company has endeavored to obtain from that company a modification of the plan of their bridge so as to remove this difficulty, but as yet without success. As at present located and constructed it largely increases the risks of navigating that stream, and the expense of the towage of all boats and vessels passing it.* Its interruption therefore, even to a small extent, is of very grave importance to the whole country. Negotiations are now pending with the New Jersey Central Railroad Company to alter this bridge so as to lessen the evil so far as practicable, which, if successful, will end in the withdrawal of the suit now before the Supreme Court of the United States, for the allotment of this obstruction to the navigation placed across this river only for the purpose of accommodating travel between New York and a watering-place at Long Branch already amply provided with facilities of communication not excelled by those offered by this new line.

The earnings of the Delaware and Raritan Canal in 1873, on 44 miles of canal and 17 miles of feeder, from tolls, were:

From tolls		$1,047,350 43
" steam towing		518,997 38
" miscellaneous		23,752 31
		$1,590,100 12
Expenses:		
For maintenance of canal	$188,139 67	
For canal operation, including drawbacks of $70,108 75	244,393 29	
For steam towing acc'nt	450,788 50	
		883,321 46
Leaving net earnings in 1873 of		$706,778 66
Being an increase in net earnings over 1872 of		198,210 91

The number of tons of freight moved was 2,754,837 638-2240, embracing 1,977,105 tons of coal. It was last year 2,837,532 1904-2240 tons, showing a decrease of 82,695 1266-2240 tons, or 2 9-10 per cent.

Notwithstanding the increased cost of towage by reason of the obstruction of the bridge across the Raritan, the average cost of moving freight was 677-1000 cents per ton per mile, and for 1872 739-1000 cents per ton per mile, showing a decrease of 62-1000 cents per ton per mile. The actual cost of operating your canal was 55 55-100 per cent of its receipts.

This canal is capable of accommodating a much larger tonnage than now passes through it without further outlays for construction, and this traffic must continue to grow with the population and the wealth of the whole seaboard, if not interfered with by the obstructions referred to.

Its business has been well systematized by the General Superintendent, I. J. Wistar, and is now conducted with much economy and promptness.

The earnings of the Philadelphia and Erie Railroad in 1873, were:

From passengers		$632,620 80
" freights		3,042,806 00
" express matter		41,189 10
" mails		80,748 41
" miscellaneous sources		94,703 39
Total (nearly $13,340 51 per mile of road)		$3,842,067 20
Expenses:		
For conducting transp.	$872,256 99	
For motive power	962,781 49	
For maintenance of cars	398,390 03	
For maintenance of road	1,179,882 33	
		3,413,310 84
Showing balance to the credit of Philadelphia and Erie Railroad Company of		$428,756 36

The sources of revenue in 1873, compared with those of 1872, show the following increases and decreases:

	Increase.	Decrease.
Passengers	.....	$14,653 79
Freights	.....	134,742 92
Express matter	.....	3,728 77
Mails	$3,175 21	.....
Miscellaneous	11,264 60	.....
Total net decrease		$138,685 67

The whole number of passengers carried in 1872 was 839,798, and in 1873, 777,273, a decrease of 62,520, or nearly 8 per cent.

The average distance traveled by each passenger was 26 miles, being 1 57-100 miles more than in 1872.

The number of tons of freight moved (including 191,988 tons of fuel and other materials for the company's use) was 2,356,234, embracing 959,259

* The tonnage delivered by this canal into the Raritan river exceeds that delivered by the Erie Canal into the Hudson river, and equals that of the foreign trade of New York, both in American and foreign vessels passing out at Sandy Hook.

tons of coal. It was last year 2,211,269 tons, including fuel and other material for the company's use, showing an increase of 144,965 tons, or over 6 5-10 per cent.

The actual cost of working the Philadelphia and Erie Railroad in 1872 was 88 84-100 per cent of its receipts; but for the panic of September last the results of the operation of this line would have been about the same as last year. The country at present drained by the Philadelphia and Erie Railroad has a very limited local traffic, except in lumber, and the demand for this seemed to cease with the commencement of the late financial panic; and as the country traversed is poor, it purchases its supplies only for its immediate wants, and, therefore, the consumption of merchandise fell off to the lowest point, and has not since revived. Another cause for the falling off in the gross receipts is the decrease in the oil trade, consequent upon the change that has occurred in the oil-producing territories of the region near Titusville and Tidioute, which have ceased to yield their former production; and to the discoveries of the new oil territories near Brady's Bend, on the Allegheny river, and in Butler county, from which the largest shipments are now obtained. The centres of production are about one hundred miles distant from the line of the Philadelphia and Erie road, and the greater part of the oil produced there is thus thrown upon the Western Pennsylvania Railroad, connecting with the main line of your railroad at Blairsville. The opening of the "Low Grade road" in May next will restore a share of this traffic to the Philadelphia and Erie road, at the Bennett's Branch Junction, giving to it about 120 miles of transportation.

The causes that led to the unsatisfactory result of this line were pretty fully stated in our last annual report, and may all be summed up in the fact that the line is located where there is not sufficient local traffic to justify its construction. Had it followed the line of the "Low Grade Railroad," from the confluence of Bennett's Branch of the Susquehanna river to Brookville, and by the most direct route to Franklin, and thence to Erie, it would have traversed a country abounding in coal, iron ore and oil, the conveyance of which would have made it a profitable enterprise. But the directors, tempted by small subscriptions to its shares at Ridgeway and Warren, passed the line through these points, thus traversing coal fields of lesser importance, and a country yielding, up to this time, very little local traffic, excepting in lumber.

The early completion of the Bennett's Branch Railroad from a connection with the Allegheny Valley Railroad to Driftwood, and the road now completed from Emporium to Buffalo, will bring, in the course of time, a considerable increase to the traffic of the eastern part of the Philadelphia and Erie Railroad, which will, no doubt, add materially to its revenues; but the development of the business on these new lines must necessarily be of slow growth, so that immediate and important results must not be expected. Indeed, the shareholders of that company can only rely upon the gradual development of the local business of the line and its connections to make their property remunerative, the through traffic having necessarily to be carried at rates which can never be very profitable, and which are, at all times, liable to be forced down to or below the actual cost of transportation by the competition of rival lines.

The following table shows the average earnings from freight and passenger traffic, and the cost of moving it per net ton and per passenger per mile on each of the railways worked by the Pennsylvania Railroad Company:

Name of Railroad.	Aver. cost of transp'g each pas'g'r per mile.	Aver. earnings from each pass'ger per mile.	Profit and loss on each passeng'r per mile.
Penn. R. R. & branches.	2.01	2.48	P 0.47
N. J. Lines	1.78	2.78	P 1.00
B. and D	2.93	2.88	L 0.05
P. and E	3.809	3.123	L 0.686

Name of Railroad.	Aver. cost of transp'g each ton of freight per mile.	Aver. earn'gs of transp. each ton of freight per mile.	Profit on each ton trans. each M'ls of road.
Penn. R.R. & branches.	0.857	1.415	0.558 869
N. J. Lines	2 233	2.265	0.032 276
B. and D	0.929	1.388	0.459 80
P. and E	0.985	1.135	0.150 288

CANALS.

The Pennsylvania Canal (the capital stock of which company the Pennsylvania Railroad Company hold 70,231 shares, of $50 each, out of a total capital of 89,143 shares) is formed of what is now termed its Main Line, from Columbia to Wilkesbarre, 151 miles in length, with a branch from Northumberland to Lock Haven, on the west branch of the Susquehanna river, 71 miles, and a branch to Williamsburg from the mouth of the Juniata river, 113 miles, making in all 347 miles of canal including the Wisconisco feeder, twelve miles in length, purchased of the Wisconisco Canal Company.

These works were originally built by the State of Pennsylvania. That portion between Columbia and Williamsburg, 159 miles, becoming the property of this company by purchase from the State, for the sum of $1,000,000, its estimated value compared with the payment to be made ($7,500,000) for the whole Main Line of Public Works from Philadelphia to Pittsburg.

The other portions of this canal were obtained by purchase and consolidation with other companies, that the whole might be worked as one system.

It soon became evident after its purchase, that this canal, originally built for a depth of four feet of water, but which was found, from neglect, to have become less than three feet deep, would have to be enlarged to six feet in depth, to enable it to compete in any degree with the railroads penetrating the same territory.

With this view its enlargement between Columbia and Wilkesbarre was commenced, and is now substantially completed. It was not deemed expedient to enlarge the branches until it could be practically demonstrated that such an enlargement would prove a financial success. The branch canals have been restored to their original dimensions and now meet their expenses. The net profits of all these canals for 1873, after paying interest upon their debt, was $147,580, all of which has been invested in canal boats. This result is due to the fact, not only of the small amount of present capital as compared with their original cost, but that the canals and railroads are managed under an arrangement by which they both obtain reasonable rates for the transportation of traffic passing over them. The revenues of these canals in 1874, it is believed, will considerably exceed those of 1873, and the net results will then be fairly shown, as directions have been given to close the construction account, and charge all outlay in future to expense account. No further enlargement of these canals will be undertaken, until it has been fully ascertained that their increased dimensions will enable them to compete in economy of transit with our railroads.

COAL LANDS AND COAL TRANSPORTATION.

The policy of the State of Pennsylvania has led to the absorption—either directly or indirectly—of nearly all the best anthracite coal properties in the State, by all of the carrying companies, leading from that coal region to the seaboard. Whether this policy will prove to be for the best interests of the State, or otherwise, time alone can demonstrate. These purchases were being quietly but rapidly made by other railroad companies, and they threatened to take from the works of the Pennsylvania Railroad Company all of this coal traffic, for the accommodation of which your canals on the Susquehanna were originally built by the State, and if fully consummated, would have left these works upon your hands as dead investments. To prevent such a result, and to retain some of this traffic for its railroads, the Pennsylvania Railroad Company was compelled to follow the example of other railroad companies, by securing the control of the coal lands in the vicinity of its lines, that would continue to supply transportation for them. With this object in view, this company obtained control of the amount of lands mentioned in the following table, which also shows their cost to the Pennsylvania Railroad Company, and the estimated present value of their interest therein:

	No. of acres.	Cost to P. R. R. Co., including developments.	Present estimated value of P. R. R. Co's interest.
In Wilkesbarre Coal Region.	5,823	$1,000,000	$1,500,000
In Hazleton Coal Region	2,119	270,000	800,000
In Shamokin Coal Region.	5,808	1,092,573	1,750,000
In Lykens Valley Coal Region	12,300	1,495,000	6,000,000
Totals	26,050	$3,857,573	$10,050,000

All these coal fields have connections with tidewater over both your railroads and canals, and they will be worked to an extent that will insure fair profits upon the investments, and at the same time continue a supply of tonnage for your works at remunerative rates of freights. The coal from the Lykens Valley region commands the highest price of any of the coals of this State, and the product has not heretofore been equal to the demand.

The bituminous coal fields of Pennsylvania are traversed by your railroad from a point a few miles west of Altoona to Pittsburg, a distance of over 100 miles, and from the west branch of the Susquehanna river to the Maryland line. North of the west branch of the Susquehanna, up nearly to the State of New York, bituminous coal of good quality exists; but the deposits are of moderate thickness, and, except where the market is near, are not worked to a large extent. The bituminous coal fields on the line of your railroads are already penetrated by several branches from the main stem, bringing to it a large and increasing tonnage, and the mines upon them are capable of a development that can meet any demands that the market will require. The bituminous coals of this region have only within the past fifteen years sought an eastern market, owing to the nearness of the anthracite region; but the yearly increase in the cost of mining anthracite coals, and the large amount of capital required to work them with economy, has gradually brought the price of this variety of coal to a point which compels the introduction of the bituminous coals for consumption in the east, to a very large extent, particularly for gas and steam purposes, and for the manufacture of iron. This demand at the seaboard has also been still further stimulated by the rapid advance during the last few years in the price of English coals, which have heretofore monopolized the West India and South American markets.

To supply this increasing demand we have not only the coal fields traversed by your main line, but also that just being opened to market by the "Low Grade Railroad" in Jefferson county, where the deposits are of great thickness and the coals of a superior quality. This coal field is also accessible to the lake region, where, in time, the demand for it must become very great. The transportation of coal from this field to tidewater and the markets of the East will not encounter an ascending gradient exceeding sixteen feet per mile, and this only for a short distance.

The bituminous coal transported on your main line, notwithstanding the short time since it has sought an Eastern market, reached, in 1873, the large amount of 3,353,541 tons, exclusive of that used by the company for its own consumption.

The total anthracite tonnage transported during the year upon your main line of railroad, was

1,173,960 tons, and on your canals, 1,542,125 tons.

The carriage of this product is much larger, and the profit derived from it quite as great per mile as from the agricultural products of the West.

GENERAL REMARKS.

An unusual amount of public attention has been directed during the past year to the charges for transportation made upon the different channels of conveyance between the East and the West, particularly in reference to those upon agricultural products; and various remedies have been proposed to cure what has been termed a serious evil, which, in fact, has no existence, at least between the great commercial centres of the West and the seaboard, as we shall presently demonstrate.

A close examination of the accounts of this company will show that its charges for freight upon agricultural products scarcely bear the expenses of transportation, and on many items the charges for transportation are below actual cost, leaving for the conveyance of the aggregate tonnage of agricultural products little or no profit to the railroad company; this is largely due to the irregularity of its movement, and the comparatively small amounts of back loading obtained, as four fifths of the cars return empty. The profits of the company from this source are almost wholly derived from the transportation at higher rates of the valuable articles which the sale of these products enables the merchants and farmers to purchase in the East for consumption at home. If the shareholders of the Eastern Trunk Lines relied upon the direct profits from the carriage of agricultural products for dividends they would be disappointed in their expectations. One of the complaints against railway companies by the advocates of cheap transportation is that the railway capital of the country has been "watered," that is, increased by the issue of shares not represented by any expenditures upon their railways. This does not apply to the administration of the Pennsylvania Railroad Company; on the contrary, a very large amount of its net revenues have been applied to construction account. Notwithstanding the heavy charges that have been made from net revenues from time to time to expense account, the cost of transporting freight, by reason of the increased quantity now moved, and the improvements made to the railway and rolling stock of the company has been reduced from 1.870 cents per ton per mile, in 1864, to .857 cents in 1873, from which it will be perceived that the cost of movement in 1864 was 118 per cent greater than it was in 1873. The whole benefit of this reduction has been given to the public in reduced rates upon transportation, which have likewise fallen from an average charge in 1864 of 2.46 cents per ton per mile, to 1.41 cents in 1873.

The reduction in the cost of transportation has now nearly reached its limits, unless there should be a material fall in the price of labor and materials, which is not anticipated or desired by railway companies, as their prosperity is mainly due to the prosperity of all classes of the community.

The facilities for transportation between the East and West are now in excess of the demands of the public, and the construction of any additional avenues for through traffic would, from the causes already stated, rather tend to increase the cost of moving freight than otherwise, and no new avenue could be built at this time that would not greatly exceed, in actual cost of construction, those now in existence in consequence of the advance in price of labor and materials

To reduce the cost of transportation from the West, the attention of the public has been called to the construction of new canals between the East and West, but owing to the great cost of such works, and the large amount of lockage required to overcome the intervening summits, no canal can be constructed upon the routes proposed at any point between the New York Canal and the water route of the Mississippi river itself, that could compete in rates of freight with the railways already built. The effort to do so was made by the State of Pennsylvania and proved a failure. Even the New York canals, with their comparatively small amount of lockage and enlarged dimensions, viewed as a direct investment of capital, are now profitless to their owners. The shareholders of the Schuylkill Navigation Company, a complete and enlarged enterprise, were compelled by railway competition to lease their canal to the Reading Railroad Company on very low terms, to save for themselves even a very small interest on their capital invested. Railway share holders have, therefore, nothing to fear from this threatened rivalry, and no party can lose by their construction, except those who may invest their money in such enterprises.

Experience seems to have developed the fact that no system of canals can now be worked profitably at their original cost in competition with railways, unless they are located like the Chesapeake and Delaware and Delaware and Raritan canals, connecting navigable rivers, and between great commercial centres.

The process of "watering" railway stocks—that is, the increase in the capital stock of the company by the issue of shares unrepresented by actual property—so much complained of by the public, is very unusual, even the increase of shares made by the New York Central Railroad Company, so frequently alluded to, was made upon the same principles adopted by every merchant if at the end of each year the stock of merchandise he may have had on hand had materially advanced in value, as was the case with the real estate of the company, and the addition to its works paid out of the net profits of the railway.

The Pennsylvania Railroad Company, as already shown, has pursued a different policy, giving to its shareholders liberal dividends from the date of commencement of the surveys for the enterprise, passing only one semi-annual dividend of 3 per cent during the prevalence of the financial panic of 1857 until the present time.

The Baltimore and Ohio Railroad Company from the necessity of applying their whole net revenues to the construction of their railway, pursued for many years a still more conservative policy, having paid the shareholders of its Main Line dividends averaging only 8-10 of one per cent per annum, or in the aggregate only amounting to six per cent for the first twenty years of its existence—an amount just equal to the payments by this company in dividends during the first year of its organization.

For the following six years the Baltimore and Ohio Railroad Company paid to the shareholders of its Main Line, dividends averaging three-fourths of one per cent per annum, amounting in the aggregate to but 4½ per cent for the entire period of six years—while the shareholders of the Pennsylvania Railroad Company received for the same period 36 per cent from the profits of the line, and on the completion of the railroad to Pittsburg with a single track, there was left from the net profits of the railroad $287,431 41, which, under the provisions of its charter, was credited to the cost of construction, thus reducing to that extent the capital of the company. From 1853, when your line was opened to Pittsburg, up to 1873—twenty years—the dividends of the Pennsylvania Railroad Company have average 9 9-10 per cent per annum; the total dividends of the company from its organization to the first of January of this year having been 234 per cent.

From this statement it will be perceived that the complaint of "watering" railroad stocks does not apply to the Pennsylvania Railroad Company. The unsatisfactory financial condition of a number of railroad companies is mainly due to their construction in advance of the requirements of the country, many of them having been built as rivals to other lines where the traffic was scarcely sufficient for one.

The surplus income of this company has gradually accumulated to an amount which, after charging the whole expenditures made by it in connection with the Southern Security Company, and other investments of doubtful value, to profit and loss, as we did after the panic of 1857, with a similar investment, made in the Cincinnati and Marietta Railway, there is still standing to the credit of income account the large sum of $8,842,563 43, all of which is represented by disbursements on your railroads and its connections.

Since the civil war the investment made by Northern capitalists in railroads of the Atlantic slope of the Southern States have generally proved disastrous, chiefly from the financial exhaustion of this region and its slow recuperation. The gradual accumulation of new capital among themselves promises hereafter a period of greater prosperity.

Though the whole of the expenditures by this company in connection with the Southern Security Company has been charged to profit and loss, and carried to the suspense account, it is believed that they will yield some favorable returns, and bring traffic of some value to the lines controlled by this company, for the benefit of which this expenditure was originally undertaken.

The last annual report of your directors gave for the first time a statement that exhibited the full net profits of the company, nothing having been charged to expenses that was properly due to construction account, except probably the difference between the cost of steel and iron rails. This was done, as then stated, for the purpose of enabling the shareholder to determine for himself the value of his shares. The net profit of the company was therein shown to have been over 15 per cent.

The surplus, after paying 10 per cent per annum dividends, amounting to $2,395,423, was credited to profit and loss. Notwithstanding this explicit statement of our net revenues for 1872, and the assurance from time to time that the business of the company for 1873 was satisfactory in its results, your shares at the close of the year became needlessly depressed in price. The depression below the price of the shares of other leading railroad companies of this State, does not seem to be justified by the present condition and future prospects of this company.

The obligations of this company for rentals and guarantees of leases on account of the lines now operated by the Pennsylvania Company west of Pittsburg, as will be seen by the statement appended to the Treasurer's report, have all been met from the revenue of the lines, except within the sum of $399,244 98, and this has been provided by the Pennsylvania Company out of its resources, and is, consequently, not a charge upon the revenues of this company.

These lines control and deliver to and distribute from our main line a large amount of through traffic, which, though the margin of profit on it per ton and per passenger is small, adds materially to the net profits of this company. These profits have also enabled the Pennsylvania Railroad Company to reduce the charges for transportation of local traffic within the State of Pennsylvania, to their present low standard.

The lines east of Pittsburg, for which interest and rentals have been guaranteed by this company, except the New Jersey lines (deducted elsewhere from the receipts of the main line), have all met and paid their own liabilities, except those set forth in the tabular statement attached to the Treasurer's report, amounting in the aggregate to $1,163,749 87, from which deduct the surplus accruing to the credit of the Western Pennsylvania Railroad Company, $240,968 77, leaving a balance of $922,781 10, which sum has been advanced by this company. The respective companies are charged with the amounts advanced for them, to be repaid out of their earnings and other resources. The shareholders will understand that in each of these cases where advances have been made the companies are controlled by this company, under leases or otherwise.

Accompanying the Treasurer's report will be found a detailed list of the bonds and stocks owned

by this company, many of which were purchased during the past twenty years, and are now held to control the respective lines, aggregating, at their par value, $73,594,440, which cost this company $52,692,419 09, on which cost they are now paying into the treasury of this company over four per cent per annum.

Some of these securities are now paying interest or dividends, but it is believed, as the lines are developed, they will become sufficiently profitable to make all these investments pay an average of over six per cent per annum on their cost.

The company, in addition thereto, will always enjoy the control of these lines, which each year, under prudent management, must become more valuable.

In creating the consolidated mortgage, as authorized by the stockholders at their last meeting, the assets of the old Sinking Funds and other assets, which represent nearly all of the securities above referred to, were placed in a trust fund, to further secure the bonds that may be issued under that mortgage, of which Wistar Morris, Josiah Bacon and Edmund Smith were made trustees.

The financial wants of the company for 1873, it was believed, were fully provided for and in due season, and the provisions made for them would have been ample to meet all demands upon the treasury of this company, including the November dividend, but for the unexpectedly large requirements made upon us to sustain the credit of our connecting lines, and to enable them to pay for outlays necessary to accommodate their increasing tonnage.

Rather than pay the exorbitant rates than demanded for money, or adopt the alternative, as was done during the panic of 1857, of passing the dividend, the board deemed it best to meet the question by an issue of interest bearing scrip, payable in fifteen months—which action seems to have given general satisfaction to the shareholders. Of this scrip $754,600 has already been redeemed, and more will continue to be absorbed, in the payment of instalments due upon subscription to our stock.

It may also be mentioned that, in consequence of the financial panic, the amount derived from the sale of exchange, from the low rate it had to be sold at, was not as great as anticipated, and to that extent reduced our anticipated receipts from the sale of bonds in Europe.

The following statement will show the amount of money received from subscriptions to the capital stock of this company, and from the sale of its bonds, &c., during the year 1873; also, the accounts to which the money thus received has been applied:

It will be seen from the Treasurer's statement annexed that the General Account for 1873 shows a total of	$140,725,637
The General Account for 1872 shows a total of	116,658,824
An increase in the year 1873 of	$24,066,813

On the debit side of the account this increase is made up of:

Increase in capital stock	$14,872,538
Bonded debt	8,073,476
Bills payable	898,551
Securities New Jersey Companies	257,000
Accounts payable	41,839
	$24,143,404
Decrease in profit and loss	76,591
	$24,066,813

On the credit side of the account this increase is made of:

Increase in construction of third track, sidings, machine and car shops, passenger and freight stations, &c.	$1,300,387
Increase in equipment, 155 locomotives, 49 passenger cars, 2,533 freight cars, and 40 road cars	4,179,159
Increase in real estate purchased	477,837
Increase in construction on the extension from West Philadelphia to the Delaware river	176,516
Increase in bonds and stocks purchased of other companies in which this company owns a majority of capital stock, to enable them to complete their works and extend their facilities	7,351,165
Increase in securities New Jersey Co.'s	257,000
Increase in fuel and materials for the operations of the Pennsylvania, Philadelphia and Erie, and New Jersey Railroads	388,141
*Increase in bills and accounts receivable, consisting mainly of advances to railroad companies in which this company has a controlling interest	8,141,426
Increase in balance in hands of agents	877,867
Increase in balance in hands of Treasurer	917,265
	$24,066,813

As the equipment of your railroad and connecting lines controlled by this company, are now nearly sufficient to meet the demands of their traffic, similar outlays will be quite light for some years to come.

The board has no apprehension as to the future value of your property. The rapid increase of its local tonnage and its assured connections with all the important commercial centres of the west, have demanded from the company a large increase of capital to move its present heavy and increasing traffic, which has required a large demand for money to supply these wants, without which the existing and increasing tonnage could not have been moved with economy or despatch.

The amount required has been unexpectedly large but its expenditure could not have been avoided. These facilities, when completed, it is believed, will be sufficient, with but small additions, to meet the requirements of the public for several years.

In consequence of the depressed financial condition of the country, which affected seriously the traffic of your railroad, it became necessary to reduce expenses of every kind, and in so doing, to make a reduction of 10 per cent in the salaries and wages of every person in the service of the company. The necessity for this movement was so thoroughly appreciated and kindly met by all our officers and employees, that the board now desire to make this acknowledgement, and express the hope that the condition of the country and the business of the company will, at an early day, warrant a return to better rates.

In conclusion, the board take great pleasure in renewing their acknowledgment of the efficient manner in which the business of the company has been conducted by A. J. Cassatt, General Manager, and by the officers and employees generally during the past year, and they beg leave to submit for your consideration and action the accompanying preamble and resolutions.

By order of the Board,
J. Edgar Thomson, President.

* The above item includes advances to the United Railroad Companies of New Jersey, the Philadelphia and Erie Railroad Company, and other lines, for permanent improvements—large portions of which have been settled since 1st January, and other portions are well secured by collateral and otherwise.

Note.—The change of the Susquehanna bridge from wood to iron has been deferred because the company has control of two other bridges over this river, owned by other companies, which it can use in any emergency. The cost of building and maintaining a wooded bridge in this region is now less than those of iron, and the substitution of iron is only justifiable in consequence of the liability to interruption of the traffic of the company from fire to wooden bridges.

Self-Lighting Lamp and Gas Attachment.

Millions worth of property is burned up and utterly lost every year by means of that mischevious little article the Lucifer Match. Many a fine mansion and humble cottage has been reduced to ashes, and perhaps priceless lives lost in midnight conflagrations, and the sad affair charged to the wicked incendiary or some unknown cause; while, in fact, the *real* cause was the careless use of a friction match by a child or servant, or its unobserved ignition by the foot on the carpet, or even by the teeth of rats or mice nibbling the phosphorous. Singular as this may seem, it is well known to the fire authorities that buildings are frequently set on fire and destroyed from each and all of these causes.

Innocent as seems the modest little stick of pine, when confined in its metal box, yet when scattered or carried all over the house or factory, as they usually are, we are in the presence of constant danger.

Naturally the reader inquires, "Is there no substitute, no remedy?" We answer, "there is," as we will presently proceed to show. Even when darting along our railways at the rate of 50 miles an hour, more or less, we are not free from the ever present danger of death by burning; for it is not many days since we came quite too near having to record a fearful accident, barely averted, caused by carelessly throwing a lighted match among the drapery of one of our palace sleeping cars, filled with passengers wrapped in slumber.

In view of all this, we put forth the inquiry, in a recent issue of this Journal, for some substitute, or means whereby matches might be entirely banished, at least from all our sleeping cars. This short paragraph had the effect to bring to our notice one of the most unique and yet useful inventions of the day.

It seems designed to exactly cover the difficulties and dangers above alluded to. It is at once simple, compact, easily applied and worked, unaffected by weather or climate, alike applicable to oil lamps and gas burners, whether single jets or chandeliers, and is liable to none of the objections against friction matches, for which it is a complete substitute, and in every way more convenient. This curious and most valuable contrivance, resembles a narrow strip of tape, four to six inches long, notched finely on one side, and encased in a little metallic cylinder, which may be readily attached by a single clasp to the lamp or burner. The tape or fuse is moved up and down, and thus ignited at the upper end, by means of another very small screw attached to the lower end of the cylinder. Once ignited, it burns long enough—which need be only an instant—to light any lamp, even if its wick has remained untrimmed for a week. A single fuse will last from one to three months; and when used up, another may in moment, be inserted in the same tube. No removing of chimneys or globes when you want to strike a light. This most desirable improvement can be furnished, we learn, at about the price of matches, and surely when once its immense superiority is seen, its use must become universal.

Every railway car in the country, every depot, store, hotel, church, factory, and indeed every dwelling house, should be supplied with this new lighter.

No more awkward fumbling and stumbling

around in the dark after a match, breaking either one's head or some article of crockery, in a frantic effort to strike a light. And how nice, when in bed, if one suddenly wants a light, instead of getting up and blundering around, to just reach out, turn the little screw half round, and lo! the room is illuminated forthwith.

The Self-Lighting Lamp and Gas Co., which owns the patents for this new lighting device, have a self lighting torch, a most excellent arrangement for lighting halls, churches and chandeliers everywhere. Both these inventions work to perfection, and are absolutely safe under all circumstances. They have also a self-lighting lamp for railways and other uses. Recently, as we dropped in at the company's show-rooms, we were somewhat surprised at the great numbers of people, calling to examine or buy; and we were informed by the gentlemen in charge that the applications by mail are also enormous, coming from jobbers, speculators and others in all parts of the country, wishing to purchase town, county or State rights and orders for goods.

In concluding our notice of this valuable invention, we would say to those persons who have heretofore written us respecting the best railway car lighter, and indeed to all railroad officials and housekeepers throughout the country, that they should lose no time in securing the Self-Lighting Lamp and Gas Attachment for their cars, depots, store-houses and all other buildings whatever.

As may be seen from their advertisement in another column, the office and ware-rooms of the "Self-Lighting Lamp and Gas Co." are at 563 Broadway, New York City.

As we were penning the concluding lines of the above article, the following paragraph from an exchange met our notice, and we re produce it here in part proof of what is stated in the foregoing.

TAKE CARE OF THE MATCHES.—A Great Barrington (Mass.) merchant found a box of parlor matches on the store floor the other morning, which had been knocked off the shelf by a rat or mouse over night. On opening the box the discovery was made that by the concussion every match in the box had been lighted, and the wood of which they were made was charred and turned brown. Fortunately the box was so tight as to smother the fire, and no harm resulted. It was a narrow escape; and if a fire had taken place, its cause would have been a perpetual mystery.

The Trans-Allegheny Canal.

A convention of the friends of the Trans-Allegheny Canal project met in Pittsburg on the 19th. Hon. John Ritchie of Frederick, Maryland, was chosen President. He addressed the convention in favor of the enterprise. He said the convention was not conceived in the spirit of hostility to railroads, but the latter were not adequate to meet the demands for transportation.

Colonel Sedgwick, the engineer under whose direction the Government survey was made, gave an able description of the projected canal, advocated its construction, endorsed it as entirely practicable, and said the cost of the undertaking would probably exceed $20,000,000, but under contingencies could be built for $16,000,000.

Addresses were made by Hon. J. H. Gordon and J. K. Morehead, of Pittsburg, on the national importance of the project; by Hon. George H. Thurston, on the advantages of the proposed work, and by several other gentlemen. A series of resolutions asking for a further appropriation for surveys from Congress were passed, when, after congratulatory addresses, the Convention adjourned to meet in Washington on the 23d of April next, at which meeting several committees will report, and Hon. Montgomery Blair preside.

Lake Superior Iron District.

From the appendix to Swineford's History of the Lake Superior Iron District we learn that the amount of iron ore shipped during the season of 1873 was 1,178,879 tons, and 160 pounds valued at $8,171,652 28. The total production of the several furnaces in the district was 71,507 gross tons valued at $3,224,235. From 1858 to 1873 inclusive, the total product of the Lake Superior furnaces was 428,857 tons. The aggregate product of the mines from 1856 to 1873, inclusive of both years, was 6,712,792 tons. The aggregate yield of the mines from 1856 to 1873 inclusive, was 6,712,792 tons of iron ore, 428,857 tons pig iron, 7,141,649 tons ore and pig iron, the whole valued at $55,773,920.

☞ Both Houses of the Maryland Legislature have passed the bill authorizing the Baltimore and Catonsville Railway Company to use the fire less locomotive on their road. This is the motor now in successful operation on the New Orleans and Carrollton Railroad, and is highly commended by the president of that company as a most valuable substitute for horse power, and perfectly free from all objections to the ordinary "dummies" heretofore used.

THE WHARTON
Safety Railroad Switch.

☞ BOTH RAILS of the main track absolutely immovable, continuous and unmutilated. ☜

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line,

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,
ABRAHAM BARKER, Pres't,
Or WM. WHARTON, Jr., Sup't,
Of the Wharton R.R. Switch Co.,
28 South 3d St., Philada., Pa.
P. O. BOX, 2353, Phila.

FOUNDRY FACINGS & SUPPLIES
OF ALL KINDS.
Bituminous Coal, Sea Coal, Lehigh, Mineral, Charcoal, Black Lead, &c., &c.
Also Selves, Brushes, Molders' Tools, and all articles required for foundry use.
BOYD & PEASE,
Manufacturers,
508, 526 & 528 East 18th St.,
NEW YORK.

To Banks and Bankers.

The great number of frauds committed by raising the amounts of checks and other vouchers of value by removing the original writing and filling in larger sums, has suggested the necessity of some means of preventing such consequences.

THE NATIONAL SAFETY PAPER has been thoroughly tested by eminent chemists and experts, and pronounced

A Perfect Security Against Fraudulent Alterations.

For Checks, Drafts, Notes, Exchanges, Certificates of Deposit, Letters of Credit, Bonds, Legal Documents, and all written evidences of value, this invention affords a protection that cannot be overestimated.

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For sale by all the leading Stationers.

RIEHLE BROS.,
650 North Ninth St., Philadelphia,
New York Store, 93 Liberty Street,
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LATEST IMPROVED STANDARD.



Our Patented Double Beam Iron Lever Rail Road Track Scale acknowledged the BEST.
MAKERS of the NEW TESTING MACHINE.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by
S. W. HOPKINS & Co.,
57 Broadway, New York

RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh Rails, and of any required weight and pattern
PERKINS LIVINGSTON & POST,
31 New St., cor. of Exchange Place,
NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States.
M. K. JESUP & COMP'Y,
59 Liberty St., New York.

RAILROAD IRON.

ENGLISH and AMERICAN RAILROAD IRON for delivery in New York and other markets in the United States. For sale by
WM. H. PETIT & PIKE,
72 Wall-st., New York.

PHELPS, DODGE & CO.,
CLIFF ST., between John and Fulton,
New York,
IMPORTERS AND DEALERS IN
Tin and Roofing Plates
OF ALL SIZES AND KINDS.
PIG TIN, RUSSIA SHEET IRON,
Charcoal and Common Sheet Iron,
LEAD, SHEET ZINC, COPPER,
SPELTER, SOLDER, ANTIMONY, &c.
MANUFACTURERS OF
Copper, Brass and Wire.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	Jan. '74 3½
Allegheny Valley.....50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf.....100	3,693,200	— & —	.....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*..100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesco & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '73 5
Washington Br.....100	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J. A J&O	Jan. '74 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany.....100	19,664,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '73 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	Nov. '73 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '74 4
Boston and Maine.....100	6,816,807	M. & N.	Dec. '73 4
Boston and Providence..100	3,950,600	M. & N.	Nov. '73 5
Buffalo, N. Y. and Erie*..100	950,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '74 5
" " pref.100	1,485,900	M & S.	Mar. '74 5
Camden and Amboy*...100	6,847,800	J.A. J.O.	Apl. '74 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod.....50	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '73 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '74 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '73 1½
" " pref.100	769,600	F. & A.	Feb. '74 3½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey..100	20,000,000	J. & J.	Jan. '74 4
Central Ohio*..... 50	2,425,000	J. & J.	Jan. '74 3
" pref..... 50	400,000	J. & J.	Jan. '74 3
Central Pacific.....100	54,275,500	.....	Sept. '73 5
Chemung*.....100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred.....100	2,100,000	J. & J.	Jan. '74 3
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '74 5
" " pref...100	2,425,400	M. & S.	Mar. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '74 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" pref.100	21,289,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '73 4
Cin., Sand. and Clev.*... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N	Nov. '73 3
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov. '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A.N	Feb. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Mar. '74 2
Columb. & Hocking Val..100	2,500,000	F. & A.	Feb '74 5
Concord.....50	1,600,000	M. & N.	Nov. '73 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '74 3
Connecticut Rive.....100	1,950,000	J. & J.	Jan. '74 5
Cumberland Valley.....50	1,494,250	A. & O.	Oct. '73 4
Danbury and Norwalk.. 50	600,000	M. & N.	Nov '73 5
Delaware*.....50	1,230,941	J. & J.	Jan. '74 3
Del., Lackaw. & Westn. 50	18,868,850	J. & J.	Jan. '74 5
Detroit & Milwaukee*.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '73 3
East Pennsylvania*..... 50	1,309,200	J. & J.	Jan. '74 3
East Mahanoy*..... 50	392,950	J. & J.	Jan. '74 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*..100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '73 2½
" " pref. 50	500,000	J. & J.	Jan. '74 3½
Erie Railway.....100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*.....50	1,090,250	M.J.S.D.	Mar. '74 1½
Fitchburg.....100	4,000,000	J. & J.	Jan. '74 4
Georgia.....100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '73 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '74 3½
Housatonic, pref.....100	1,180,000	J. & J.	Jan. '74 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central.....100	25,280,516	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City* 100	4,625,000	— & —	Jan. '74 3
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J.O.	Jan. '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '74 4
Lake Shore & Mich. So..100	49,466,800	F. & A.	Aug. '73 4
" " (guar.).100	533,500	F. & A.	Aug. '73 5
Lawrence*.....50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	3,739,800	M. & N.	May '67 5
Lehigh Valley.....50	21,916,850	J.A. J.O.	Jan. '74 2½
Little Miami.*.....50	3,874,450	J.A. J.O.	Jan. '74 2
Little Schuylkill*.....50	2,646,100	J. & J	Jan. '74 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island.....50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Oct. '73 3
Lykens Valley.....20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov. '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central.....100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323.375	J. & J.	Jan. '74 5
Milwaukee and St. Paul..100	13,398,550	J. & J.	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb 74 3½
M. Hill & Schuyl. Hav.* 50	3,856,459	J. & J.	Jan. '74 4
Morris and Essex*..... 50	14,008,100	J. & J.	Jan. '74 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov. '73 5
Naugatuck.....100	1,881 900	F. & A.	Feb. '74 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '74 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 4
N. Castle & Beaver Val.* 50	1,800,000	J.A. J.O.	Oct. '73 2½
N. Haven & Northamp..100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Apl. '74 2½
New London Northern*100	1,418,800	J. & J.	Jan. '74 4
N.Y. Cen. & Hudson R..100	89,428,330	A. & O	Apl. '74 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '74 6
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Jan. '74 2½
Ning. Bridge & Canand*100	1,000,000	J. & J	Jan. '74 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N. C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania.... 50	3,473,500	January.	Jan. '74 5s
Northern Central..... 50	5,842,000	M. & N.	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '74 5
Norwich & Worcester*..100	2,823,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	Dec'72 3s
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '74 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	8,635,750	J.A. J.O.	Apl. '74 1½
Panama.....100	7,000,000	J.A. J.O.	Apl. '74 3
Paterson and Hudson*..100	630,000	J. & J.	Jan. '74 4½
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '74 4
Pembr. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania.....50	72,000,000	M. & N.	Dec. '73 5s
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '74 5
" " pref.. 50	1,551,800	J. & J.	Jan. '74 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Apl. 74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Jan '74 1½
" Special Imp..100	2,000 000	J.A. J.O.	Jan. '74 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '74 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '74 6
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesse Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd.100	2,998,900	J. & J.	Jan. '74 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref.100	12,000,000	.....	Nov. '72 3½
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '73 3½
Schuylkill Valley*..... 50	576,050	J. & J.	Jan. '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*.....100	995,800	J. & J.	Jan. '74 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina.....100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '74 3½
Stony Brook*.....100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Dec. '73 3
Taunton Branch.....100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '74 5
Tol., Peo. & War. 1st pref.100	1,777,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '73 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 8½
Union and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass.....100	$2,860,000	M. & N.	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey*.....100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '74 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '74 3½
Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '74 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy. (N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)...100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan. '70
Brooklyn City.....100	1,500,000	F.M.A.N	Feb. '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '74 8
Citizens' (Pbg.).....50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)....100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '74 5
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '74 3
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '74 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '74 1½
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov. '73 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '74 6
13th & 15th street (Ph.)..50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.).....100	750,000	M & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.)..50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston).....100	75,000	M. & N.	Nov. '73 3
South Boston.....50	400,000	J.A. J.O.	Jan. '74 2½
Union (Boston).....100	200,000	.....	July '72 7½
Union (Phila.).....50	400,000	J. & J.	Jan '74 8½
West Philadelphia.....50	400,000	J. & J.	Jan. '74 9
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson...100	15 000,000	F. & A	Feb. '74 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Jan. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	9,390,350	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)...100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '74 30c
" " (pref.). 50	2,898,977	F. & A.	Feb '74 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred.....50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Mar. '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec '69 85c
Canton.....16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Nov. '73 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb. '74 3
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ..100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal.....10	1,000 000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	Feb. '74 2
United States Trust.....100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

The Financial Condition of Erie.

The committee appointed to investigate the statements made by the late auditor of the Erie Railway Company, have made a report, from which we make the following extracts:

"The committee have carefully examined the foundation for the statement made by Mr. Dunan that the floating debt of the company amounted to $7,000,000. They find the following to be the true statement of the case on the 13th of March instant, on which day they began their examination:

Loans and bills payable	$1,098,866 51
Loans secured by collaterals	1,330,000 00
Audited bills unpaid	429,722 85
Traffic balances	116,175 53
Unaudited bills and accounts	295,288 20
Balance of January pay-rolls	134,335 36
Total	$3,404,388 45

"These items they consider as constituting the floating debt proper. If all debt, outside of the funded debt, is to be regarded as floating, then there are the following items to add to the above:

February pay-rolls due but not payable	$549,631 07
Union Bank, of London, advance on unsold bonds	904,202 87
Interest and rentals to March 13, not yet due	494,152 63

"From the above amount of $3,404,388 45, put down as the real floating debt, $545,709 08 may fairly be deducted on this account, leaving $2,858,589 37 as the sum really necessary to be provided for. The sum borrowed on bonds will be provided for from the bonds deposited. The pay-rolls for January have since been paid, and those for February are being paid. The amounts due to the company and the value of the collaterals held by the company are very large."

The report concludes by explaining that it became necessary to ascertain with some accuracy the amounts properly chargeable against the earnings of each year; and in order to do this Mr. Watson deducted, after careful examination, the excess of charges occasioned by the neglect to maintain the property in former years. In this way he reduced the charges to what he considered the proper amount for the year; and the surplus of the charges went not to construction, but the debit of the fund received from Jay Gould, as sums that should have been expended on the property in those years.

Shenandoah Valley Railroad.

The directors of the Shenandoah Valley Railroad Company met at Charlestown, West, Va., on the 24th inst., for the purpose of prosecuting the work of construction. The Sheperdstown *Register* says:

We have it from headquarters of the Pennsylvania Central Improvement Company at Philadelphia, who have contracted with the Shenandoah Valley Company to build the road, that the iron is now being made as rapidly as possible for this road, and which the company will commence laying in a very short time from the Potomac at this place to Front Royal a distance of about 40 miles. The road to Front Royal is ready for the iron, and the ties have also been delivered, and we are glad to state that new life is about to be inaugurated for the completion of this great enterprise. The grading beyond Front Royal, in Page county, will also be resumed. We also notice that Col. D. N. Ahl, president of the Harrisburg and Potomac Railroad, which will make connection with the Shenandoah Valley road at the Potomac at this town, has also resumed operations for a speedy connection. This road will pass through Smithburg, Boonsboro' and Sharpsburg, in Washington county, Md., to this place.

Bonds of the Eastern Railroad Company.

Some comment has appeared in certain of the Boston papers upon the application of the Eastern Railroad Company to the Legislature for authority to confirm its Bonds already issued. The facts are as follows: The company was authorized by general law to issue Bonds to a certain amount, upon a majority of the votes at a meeting of its stockholders called for the purpose. A vote was taken at the annual meeting in 1873, although no article was inserted in the warrant giving notice of such intended action. It was held by the lawyers that the whole issue was irregular. Before the mistake was discovered, however, Baring Brothers & Co., of London, who negotiated the loan, had placed $1,000,000 of the proceeds at the disposal of the Railroad Company. The corporation upon being apprised of its error at once applied to the General Court to cure it. Its bill was presented on the 19th inst., and on the 23d was passed to be enacted, and received the signature of the Governor. The good faith of the company is thus vindicated, and it is put in possession of ample funds to carry on the important enterprises in which it is engaged, for the development of the business of its patrons.

☞ The city of Memphis being indebted to bondholders on account of interest past due and maturing in May and July next $430,000, and it appearing impossible to make sufficient collections of taxes due to pay off any one series of coupons, in order that creditors may have their money as soon as collected, sealed proposals are invited by the Mayor to March 31st, inclusive, for sale to the city of $25,000 in coupons, or any part thereof, of any series now due, and upon which 6 per cent per annum will be allowed until redeemed. In the event gold coupons are offered the premium on gold in New York at 12 M. on the 31st instant will be computed. Hereafter similar proposals will be received on the last day of each month.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending March 14, at 261,757 tons, and for the coal year 2,568,461 tons, against 2,913,881 tons to corresponding time last year, being a decrease of 345,420 tons. The bituminous tonnage for the week is 48,285 tons, and for the year 393,616 tons, giving a total of all kinds for the week of 310,042 tons, and for the year of 2,962,077 tons, against 3,314,532 tons to same time last year, being a decrease of 352,455 tons.

☞ At a meeting in Pittsburg, on the 18th inst., of the stockholders of the Pittsburg, Ft. Wayne and Chicago Railway Company, the three following named gentlemen were elected directors to fill the place of the three whose term of office expired by law, viz: Springer Harbaugh, of Pennsylvania; R. R. Springer, of Ohio; Pliny Hoagland, of Indiana.

DREDGING MACHINES AND SCOWS

FOR SALE.

One (Osgood Pattern) Second Hand. Price $10,000.

One, Almost New. Price $22 000.

Two Large Dumping Scows, $3,500 Each.

Apply to

A W. LADD,

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The Self-Lighting Kerosene Lamp!

LIGHTS YOUR LAMP IN AN INSTANT!

No Removing the Chimney!

NO ELECTRICITY!

No Lucifer Matches!

Thousands View it with Perfect Admiration.

No more Houses, Stores or Railway Trains set afire by the Carelessness of Matches.

There are few inventions which spring into such sudden and universal popularity upon the first introduction as was achieved at once by this

Self-Lighting Lamp.



This valuable patent has nearly 17 years to run. You can at once see the advantage of owning and controlling the

EXCLUSIVE RIGHT OF MANUFACTURE

and sale of these goods in a single County in this densely populated State, or indeed any other State.

A SELF-LIGHTING KEROSENE LAMP!
A SELF-LIGHTING GAS ATTACHMENT!!
A SELF-LIGHTING HAND LANTERN!!!
A SELF-LIGHTING TORCH!!!!

We feel confident in our ability to offer to enterprising men of moderate capital, in the purchase of Territory, such inducements that they will have no cause to doubt the results.

IT SELLS AT SIGHT EVERYWHERE.

Just the thing long needed for **Railroad Cars** and Officials, **Depots, Stores, Dwelling Houses** and **Factories.** Every such place will have them at once.

Thousands of these Self-Lighting Burners have been sold during the past season in the New England States alone. What better proof need we ask for its merit and growing popularity?

WE ASSERT WITHOUT HESITATION

They are the best selling and most money-making inventions ever put on this or any other market for sale.

The price is within the reach of all. We have goods now ready for delivery, and any man can commence today to make a small fortune in the sale of these goods alone.

Call and see it in practical operation.

Or enclose one dollar for a sample Burner.

One dollar for Gas Attachment.

Two dollars for a Torch, two dollars and a half for a Self-Lighting Lamp, and they will be sent with our terms for territory to any part of the country.

OFFICE AND SALESROOM OF

"The Universal Self-Lighting Lamp Co."

No. 563 Broadway, New York.

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	102½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	99½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	92
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	59
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G.R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1853-'75	857,250	6	Jan. & July.	Baltimore.	1875	100
Loan of 1850-'80	579,500	6	" "	"	1880	99½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	99½
Loan of 1855-'90 (Balt.) skg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort. (N.W.Va.R.R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	93
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	83½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	80½
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	91½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.)	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	29½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. L. (rec'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1902	102
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	61
Burlington and Missouri River:						
Land and R. R. Mortgage	5,068,350	7	April & Oct.	Boston.	1893	98½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	98½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	98½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	98½
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	70
Carthage & Burlington (C.B. & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100½
Chattel Mortgage	158,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	83
Cedar Rapids & Mo. Riv. (C. & N.W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	82½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	5,000,000	7	" "	" "	1902	102
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	106½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	94
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100½
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	102½
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	56
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	73½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	104
1st Mortgage	2,406,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	100
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	111½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	96½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,006,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	99½
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	37½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1883	99
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	88
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $406,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	102½
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	100
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	92½
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	87½
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	94
1st Mort. (Bel.& Mad. R.R.) guar.	306,000	7	"	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov.	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	105½
Chi. & Southwes'n (C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd,skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	83
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	71½
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	75½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	103½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	101
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	90
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	98
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,760	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	90½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	66½
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Rvr.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	98
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A BCD & E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1.2.3.4.	89
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	104½
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds (Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	104½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y.L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	"	" "	1896	"

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	800,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds,	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	9½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	94½
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	94
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	104
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	100
3d Mortgage	4,582,000	7	" "	" "	1883	98½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	100
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	96½
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,604,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1892	....
Fint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1895	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage	948,000	7	May & Nov.	" "	1875	00
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	96½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	...
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	80
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	...
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	80
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	93
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1878	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	109,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	...
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	105
3d Mortgage	180,000	7	May & Nov.	" "	1875	102
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	94
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	66
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	103
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	...
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,600,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	81
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	91
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	96½
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	99½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	98½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	104½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	88
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	87
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	96½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB,78 m)ev.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe(LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,066.000	6*	June & Dec.	" "	1896	60
1st M.(3dD.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok.,Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	590,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse,Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	75
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. B'a.&Ph.	1899	50
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	97
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	97½
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1899	96½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	100
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	99
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	100
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	99
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	105
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	101
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	98
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1878	99½
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct. 1, 1867 (Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. All.& Gr.R.)	840,000	8	" "	" "	1888	96½
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad lphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)		6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	100½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	99½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	2,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M.for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	93
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	660,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,380	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101½
2d Mortgage Dollar	2,500.000	7	May & Nov.	"	1896	92½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	79
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	81½
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1989	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	160,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.) $15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	109
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	98¼
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	103
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	94½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	81½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,868,000	7	Jan. & July.	" "	1897	81
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	1899	19½
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000 p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,333,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	107
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	102
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	95½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur (L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	85
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,090,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	...
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	43
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern (Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		8	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	96
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. S'l.(")	76,000	6	May & Nov.	" "	1883	90
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	91
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	95
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	...
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	99
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	101
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg (A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	320,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	5,000,000	7	May & Nov.	"	1896	102½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	91½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	92
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	91½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	36
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1865	92
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	81
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (U. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	71
1st Mortgage (War. & Fkln)	530,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	67
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	99
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	.....	7.3 Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	85
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	89
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	82
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	76
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	99½
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	79
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	72
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	$3,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £397,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T.W.& W.):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(U.C of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage (")	2,583,600	6	April & Oct.	"	1875	102
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	19,490,760	6	J. A. J. & O.	Philadelphia.	1910	89½
State lien for $17,500,000, skg f'd	5,854,700	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	103
Peoria & Bureau Val(C.R.I.& P.)	1,500,000	7	" "	"	1906	....
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. R. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie div)	1,000,000	7	April & Oct.	Philadelphia.	1877	103
1st Mortgage(whole road 297m)	5,000,000	6	" "	"	1881	94
2d Mortgage (" 297m)	3,000,000	7	Jan. & July.	"	1888	87½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	84½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,188,900	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	101
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	105
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,500	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage Jume 1, 1871.	7,696,000	7	June & Dec.	Philadelphia.	1911	103½
	3,414,000	7	" "	"	1911	105½
	7,000,000	6*	" "	Phil. or Lond.	1911	98
	668,000	6*	" "	"	1911	97½
	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	6,600,985	7	Jan. & July.	"	1893	104½
New improvement Mort. loan	6,631,616	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,000	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	68½
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'n 33m)conv	776,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	88½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,800,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	89
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York	1866	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	70
Rich., Fredericksburg & Potomac						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	176,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	80
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	98
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	79
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	96
St. Louis, Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	96½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	86
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	90¼
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1800	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	92
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	. ..
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'83	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	85
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	83
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	67
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,300	7	.....	New York.	1888	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	"	" "	1862	.. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	93
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab.& Wt. 167 m.)	1,500,000	7	" "	" "	1871	91
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	84
Equipment (Tol. & Wab. 75m.).	600,000	7	" "	" "	1883	78
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	70
1st M. (Dec. & East St. L 109m.)	2,700,000	7	" "	" "	1900	86
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	84⅛
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	84½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	84½
Omaha Bridge B'ds, sts £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	100
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1883	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	89½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	87
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	99½
Sterling Loan £569,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	25
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	80
Equipment Mortgage	1,000,00	8	May & Nov.		'76-'77	74
Equipment Mortgage	1,000,000	8	" "		1889	74
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99⅝
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	82
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	80
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101⅛
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	72½
1st Mort. endor. by Balt	200,000	6	" "	"	1890	95
2d Mort. " "	300,000	6	" "	"	1890	92
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	80½
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	95⅛
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	87½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	82
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	95½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	104⅛
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84⅞
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	68
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	85
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	87
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869.	2,500,000	7	Jan. & July.	" "	1884	104
1st Mortgage registered — 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	105
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	95
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	95
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	96½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	96
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	87
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	96
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	66
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1889	90
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	76
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1863	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained."
Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	160,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Cana	l Co.)	1,341,228	423,821	7	100	93½
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,158	960,684	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8	(Phila. & R	eading R.	R.)	.....	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) †.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	—	.....	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	—	.....	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	.....	.....	.....	.....	.....	7,500	—	100	.....
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	(In prog	ress to N.	Mexico.)	.....	.....	—	100	114
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	44,320	26,778	17,193	39,032	10,555	—	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	.....	.....	8	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf †.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	5,451,229	855,670	—	100	.....
Sept. 30, 1872	405.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	—	428.0	1,427,688	232,575	530,583	1,969,053	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No retur	ns furnish	ed.)	.....	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †.Missouri & Ind.Ter.	.....	*	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	.....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	—	.....	.....	.....	.....	.....	7	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Genesee and Mount Morris..N. Y.	245,000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	.....	(Leased to	Pennsylv	ania.)	.....	.....	—	100	.....
Sept. 30, 1872	279.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio †.....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	172½
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	—	.....	642,300	1,650,000	20,000	.....	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	160
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	.....	.....	5,680,685	593,500	.....	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, Ma	y 1, 1872.)	.....	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	.....
Sept. 30, 1872	22 0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	.....	.....	468,000	—	—	—	—	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	137½
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	153.849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg .....Mass.	1,430,328	646,052	110,250	95,736	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal .....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	131,715	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	104½
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,332	1,134,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	107½
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	702,246	765,733	1,716,399	466,347	10	100	149
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	.....	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany†.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	25.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,338,000	—	.....	.....	950,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	228,099	—	100	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	7	500	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	.....	(In progr	ess.)	.....	.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	.....	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	—	—	—	—	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	(Recently	completed	.)	.....	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	—	.....	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	—	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,198	69,324	467,036	212,119	10	100	.....
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co...New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Penney	lvania R.	R. Co.)	.....	.....	3½p	50	60
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	.....	5,888	.....	683,467	3,776	3,800	28 5	.....	.....	.....	.....	.....	6	100	.....
Jun. 30, 1873	229.0	63.0	29.2	—	—	—	—	—	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—	(Recently	completed	.)	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,591	43,985	94.0	210,684	286,417	75,147	321,798	86,737	8	60	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	.....	.....	.....	.....	.....	6	25	.....
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	(Leased	Nov. '72 to	Ph. & Rdg.)	572,104	183,169	7 p.	50	35
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Illinois	Central.)		25,885	4,391	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	—	.....	.....	7,619,000	3,614,000	.....	—	—	(Chic. &	North We	stern R. R.	)	128,646	113,400	—	100	.....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22.0	4.0	3.9	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	104½
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,9 9	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	50	84½
Dec. 31, 1872	883.0	339.0	110.4	600 0	187	168	40	3,307	*Central Pacific*†.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,833	746,153	11,963,641	6,952 362	—	100	72
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S. Car.	5,512,000	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	.....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,313	—	.....	13,897	628,060	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141,873	115,472	777,632	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

Sept. 30, 1872	53.6	—	11.2	—	28	22	10	409	Cheshire	New Hampshire.	2,337,707	351,600	160,000	260,554	2,153,300	809,200	28,992	118,370	88.1	622,256	162,234	412,432	824,763	183,851	5	100	....										
Dec. 31, 1872	21.5	—	3.1	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	—	—	871,900	500,000	955,000	—	—	(Phila. a	nd Readin	g R. R. Co	mpany.)	—	—	50	....										
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton	Illinois.	14,627,712	*	4,348,918	1,248,501	11,355,300	5,446,630	3,255,428	303,773	649.1	5,902,102	772,506	1,601,798	5,156,326	1,879,147	10	100	103										
Dec. 31, 1872	698.8	552.4	257.2	—	283	127	62	5,409	Chicago, Burlington and Quincy	Illinois.	56,648,400	*	4,555,731	—	26,050,583	26,221,642	602,460	8 329,470	1,469.2	(8 mont	hs on 825	miles.)	7,554,575	2,839,866	10	100	103½										
Dec. 31, 1872	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,460,000	*	.....	.....	960,000	1,500,000	.....	.....	60.0	(Opene	d in Fall o	f 1872.)	.....	.....	—	100	....										
Dec. 31, 1872	110.0	76.0	12.0	29.0	24	10	5	955	Chicago, Danville and Vincennes	Ill.	6,675,565	*	221,107	.....	2,975,000	3,325,000	345,068	.....	110.0	.....	.....	.....	627,930	277,853	—	100	....										
Dec. 31, 1872	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	.....	73.0	(No inf	ormation	furnished.)	.....	.....	—	100	....										
Dec. 31, 1872	117.0	14.6	21.5	—	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	*	.....	.....	2,500,000	4,425,000	.....	.....	131.0	(No inf	ormation	furnished.)	.....	.....	—	100	....										
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago and Iowa	Illinois.	4,100,000	—	—	—	1,350,000	1,750,000	1,000,000	—	—	Chic., B	url. & Quin	cy R. R. C	o.)	140 000	—	100	....										
May 31, 1873	81.3	1.1	16.9	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	*	.....	.....	4,200,000	810,000	.....	.....	—	(Chic. &	Northwes	tern R. R	Co.)	—	8	100	81½										
Dec. 31, 1872	170.0	25.0	19.6	55.0	25	12	7	605	Chicago and Michigan Lake Shore	Mich.	6,538,400	*	.....	.....	1,188,400	5,350,000	.....	.....	170.0	482,640	240,169	128,662	500,985	218,500	—	100	....										
Dec. 31, 1872	1,383	—	200.0	120.0	269	277	85	5,985	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	*	2,343,919	.....	35.878 644	20,474,000	724,299	1,465,694	1,271.0	.....	2 224,705	2.510,016	11,402,161	4,592,135	—	100	55½										
Dec. 31, 1872	67.0	—	....	193.0	—	—	—	—	Chicago and Paducah	Ill. & Mo.	1,800,000	—	—	—	1,350,000	540,000	.....	—	—	(Operat	ed by con	tractor—N	o report.)	—	—	100	....										
Dec. 31, 1872	67.0	—	6.0	100.0	—	—	—	—	Chicago, Pekin & South-Western	Ill. & Mo.	(No information.)	—	—	—	.....	.....	.....	—	—	(Being co	nstructed.)	—	—	—	—	100	....										
Mar. 31, 1873	493.0	120.5	142.8	—	197	66	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	*	7,889,900	2,109 406	25,000,000	8,972,000	154,351	4,589,683	660.0	4,340,995	956,734	1,289,890	6,657,050	3,139,267	8	100	106½										
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and Southern Illinois	Ill. & Ind.	—	Under	construct	ion—no	informati	on)	—	—	—	—	—	—	—	—	—	100	....										
Dec. 31, 1872	269.0	32.1	16.9	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	13,500,000	—	—	—	7,000,000	5,000,000	1,658,551	—	—	(Chic., R	ock Islan	d and Paci	fic R. R.	Co.)	—	100	....										
Dec. 31, 1872	36.	—	2.1	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	—	—	—	(St. Lou	is K. City	and North	ern R. R	Co.)	—	100	....										
Dec. 31, 1872	7.0	—	3.0	....	—	—	—	—	Cincinnati and Baltimore	Ohio.	1.105 453	—	—	—	673,000	314,000	118,453	—	—	(M rietta	a and Cin	cinnati R.	R. Co.)	—	—	100	....										
Mar. 31, 1873	60.0	—	118.2	—	33	30	13	429	Cincinnati, Hamilton and Dayton	Ohio.	3,974,655	1,127,251	1,889,230	262,965	3,500,000	2,032,000	1,052,450	669,651	60.0	549,574	750,687	564,542	1,204,865	495,373	8	100	....										
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	*	.....	.....	(Sold n	der forec	lose. for	$1,000,000	123.0	.....	.....	.....	312,358	L. 17.967	—	100	....										
Dec. 31, 1872	39.0	—	1.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	39.0	(Until re	cently lea	ed to Ind.	Cin. & La	fayette.)	—	100	....										
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*	.....	109,315	3,996,610	1,500,000	31,360	84,326	148.0	424,240	141,450	148,249	439,838	156,057	—	100	....										
Mar. 31, 1873	36.0	—	2.6	—	5	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	826.733	184,552	700	56,965	382,600	565,000	61,350	—	42.0	.....	.....	.....	229.635	70,974	—	100	....										
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756.952	—	—	—	2,000,000	1,800,000	.....	—	91.5	.....	90,118	72,204	187,252	61,470	—	100	....										
Jun. 30, 1872	155.0	15.5	24.9	—	28	27	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,982,936	*	.....	.....	4,729,037	3,261,330	18,108	—	215.5	741,280	254,436	283,393	850,755	339,244	—	50	19½										
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	130	Cincinnati and Terre Haute	Ohio & Ind.	—	(Under	construct	ion—no	report.)	—	—	—	25.0	20,360	4,032	.....	7,047	.....	—	100	....										
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,028	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	16,395,579	*	1,929,844	1,427,649	14,981,275	3.005,000	1,446,285	310,412	471.4	3,877,159	572,396	1 444,354	4,593,171	1,379,526	7	100	75½										
Dec. 31, 1872	67.8	12.4	19.3	—	—	—	—	—	Cleveland and Mahoning	Ohio	3,147,934	—	—	—	2,059,200	1,164,000	—	—	—	(Atl. & G	t. Wtn. Ra	ilway Co.)	274,907	260,946	7	50	....										
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	460	Clev., Mt. Vernon and Delaware	Ohio.	2,575,125	*	.....	.....	1,200,000	2.300,000	.....	.....	114.5	133,000	135,607	176,909	300,347	126,728	—	100	....										
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,619	Cleveland and Pittsburg	Ohio & Penn.	12,490,700	2,538,644	659,162	219,062	11,236,150	2,834,344	396,663	440,411	225.0	2,316,154	654,758	1,881,912	Pa. R. R.	1,053,283	7	50	89										
Dec. 31, 1872	661.0	—	65.0	—	158	54	27	1,652	Col., Chic. & Ind. Cent.	Ohio, Ind. & Ill.	37,014,719	*	.....	.....	13,328,569	23,555,174	130,974	—	681.0	4,590,845	646,459	1,390,597	4,411,095	783,881	—	100	31½										
Dec. 31, 1872	76.0	4.0	....	161.0	3	2	2	12	Colorado Central (3 ft.)	Colorado.	1 999.300	—	—	—	1,474,300	525,000	.....	—	40.0	.....	.....	.....	90,216	14,967	—	100	....										
Dec. 31, 1872	76.0	13.0	12.6	—	25	8	4	1,601	Columbus and Hocking Valley	Ohio.	2,578.037	1,072,739	268,658	59,094	1,208,810	2,148,000	291,499	330,219	89.0	499,522	134,999	681,819	854,892	442,663	25	50	....										
Dec. 31, 1872	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin.	Ohio.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leased	to Cin., Sa	nd. & Clev	. R. R. C	o.)	—	100	....										
Mar. 31, 1873	35.0	7.0	49.0	—	33	36	13	811	Concord	New Hampshire	1,500,000	*	187,390	104,436	1,500,000	—	111,357	180,169	145.5	802,162	613,842	692,768	1,040,115	150,759	10	50	160										
Mar. 31, 1873	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	—	(Concor	d R. R. Co	mpany.)	25,000	25,000	7	100	....										
Jun. 30, 1872	110.3	—	15.2	—	22	15	7	746	Connecticut and Passump. Riv.	Vermont.	3,385,436	*	261,151	123,946	2,127,273	1,357,100	39,767	246.371	143.7	458.581	167,112	171,923	813,768	308,902	6	100	77										
Sept. 30, 1872	50.0	5.9	23.5	—	18	24	10	311	Connecticut River	Massachusetts.	2,055,527	225,814	138 686	510,977	1,850,000	250,000	415,226	405,778	55.9	324,053	985,504	383,770	729 311	215,481	10	100	137½										
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Valley	Connecticut.	2,403.89	246,175	—	—	1,033,500	998,000	973.000	7,390	45.0	66,293	205.441	16,077	144,851	7,390	—	100	..										
Sept 30, 1872	66.7	—	7.0	—	8	10	2	170	Connecticut Western	Connecticut.	3,797,665	295,321	.....	.....	1,504,028	2,436.500	96,323	—	68.3	146,880	151,638	60,467	223,565	65,612	—	100	....										
Dec. 31, 1872	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278.300	—	—	—	1,278,300	1,000,000	—	—	—	(Phila.	and Trent	on R. R. C	ompany.)	.....	6	50	....										
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna	N. York.	458,914	*	.....	.....	308,405	100,000	22,240	—	17.0	.....	.....	.....	.....	.....	—	100	....										
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	371	Cumberland Valley	Penn.	1,725,143	*	656,432	157,732	2,094,250	352,300	72,174	600,583	141.6	275,889	288,817	322.017	581,064	287,989	8	50	....										
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Danv., Hazleton & Wilkesbarre	Penn.	1,102,609	*	.....	.....	684,235	1,400,000	.....	—	—	(Leased	to Penns	lvania R.	R. Co.)	—	—	50	....										
Sept. 30, 1872	23.8	10.0	4.5	—	6	6	2	72	Danbury and Norwalk	Connecticut	1,108,448	145,383	.....	.....	600,000	407,500	86,050	25,681	33.8	101,553	159,330	44,653	172,120	69,796	10	50	....										
Mar. 31, 1873	90 0	32.0	....	20.0	....	....	....	....	Davenport and St. Paul	Iowa & Minn.	5,000,000	*	.....	.....	9,000,000	2,440,000	.....	—	90.0	(Recentl	y opened	—No repo	rt.)	—	—	100	..										
Mar. 31, 1873	142.0	—	21.3	—	23	15	4	686	Dayton and Michigan	Ohio.	6,038,363	777,401	78,671	149,269	2,398,785	4,102,700	382,741	158,468	142.0	.....	.....	.....	1,034,567	279,623	3½	100	....										
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,015	*	.....	.....	86,000	527,445	.....	—	31.8	116,316	64,344	94,955	134,148	52,209	—	100	....										
Jun. 30, 1872	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011.276	—	—	—	Sunk.	701,000	—	—	—	(Operat	ed by Plu	sb'g, St. L.	& Cinc. C	o.)	—	100	....										
Oct. 31, 1872	83.0	16.3	5.6	—	—	—	—	—	Delaware	Delaware.	2,114,184	—	76,154	71,522	1,317,.90	870,000	—	74,470	99.3	317,068	.....	.....	448,841	121,046	6	100	....										
Dec. 31, 1872	45.0	—	65.0	—	46	3	1	4 259	Delaware and Hudson	Penn.	4,621,411	*	24,313,589	955,845	15,000,000	13,088,385	—	1,804,460	62.0	(Owned	& operate	d by Del. &	Hud. Ca	al Co.)	10	100	109										
Dec. 31, 1872	115.0	—	119.0	—	128	20	9	1 389	Delaware, Lack. and Western	Penn.	15,512,767	*	.....	.....	20,000,000	5,394,000	4,239,545	.....	115.0	3,254,260	249,578	3,347,671	4,746,678	2,867,965	10	100	....										
Dec. 31, 1872	106.0	15.0	5.1	—	6	4	2	94	*Denver Pacific*	Colorado.	5.000,000	*	.....	.....	2,500,000	2,500,000	.....	.....	121.0	.....	19,795	43,362	371,903	196,997	—	100	....										
Dec. 31, 1872	118 0	31.0	5.6	732.0	10	11	2	292	Denver and Rio Grande	Col. & N. Mex.	5.000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	155.0	(Operati	ons by Co.	commence	d Jan. 1,	1873.)	—	100	....										
Dec. 31, 1872	250.0	—	20.0	—	27	10	10	540	Des Moines Valley	Iowa.	13,803,285	*	.....	.....	6,523,600	5,070.000	930,000	—	250.0	447,679	108,599	198,360	776,254	127,223	—	100	..										
Aug. 31, 1872	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	—	—	(R	ecently op	ened—no	returns.)	—	—	100	....										
Aug. 31, 1872	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	*	.....	.....	343,150	1,470,000	.....	—	65.0	(R	ecently op	ened—no	returns.)	—	—	100	....										
Dec. 31, 1872	189.0	—	26.0	—	34	37	20	502	Detroit and Milwaukee	Michigan.	10,213,528	*	.....	.....	2,917,140	7,296,388	.....	19,259	189.0	775,746	458,074	330,559	1,381,603	442,155	—	100	....										
Aug. 31, 1872	104.0	2.0	2.0	22.0	....	....	....	....	Detroit, Lansing & Lake Michigan	Mich.	5,777,000	*	.....	.....	1,707,000	4,070,000	.....	—	166.0	.....	.....	.....	610,000	.....	—	100	....										
Dec. 31, 1872	14.0	—	2.0	—	—	—	—	—	Dexter and Newport	Maine.	300,000	—	—	—	122,000	175,000	.....	—	—	(Leased	to Maine	Central.)	7,781	22,792	7,175	—	100	....										
Oct. 31, 1872	33.5	—	3.4	—	2	—	—	—	Dorcester and Delaware	Del. & Md.	.....	.....	.....	.....	.....	.....	.....	.....	33.5	.....	12 338	.....	.....	29,000	6	100	....										
Sept. 30 1872	29.0	—	2.8	—	—	—	—	—	Dover and Winnipisseogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	—	(Boston	and Maine	R. R. Co.)	—	—	6	100	....										
Dec. 31, 1872	142.9	—	15.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,.93,200	—	—	—	5,000,000	880,000	.....	—	—	(Leased	by Illinois	Central.)	.....	.....	6	100	65										
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dubuque and South Western	Iowa.	1,719,977	40,161	.....	.....	1,174,977	550,000	12,247	63,057	54.7	.....	.....	.....	161,458	72,488	—	100	....										
Dec. 21, 1872	54.8	—	4.2	—	6	7	5	81	Dunkirk, Warren & Pittsburg	N. York.	2,770,565	*	.....	.....	1,276,000	1,400,000	189,907	.....	54.8	.....	.....	.....	109,262	2,064	—	100	....										
Sept. 30, 1872	58.0	—	7.4	—	7	6	3	92	Dutchess and Columbia Counties	N. Y.	2,796,377	*	.....	.....	1,488,487	1,300,000	554,407	.....	58.0	.....	.....	.....	210,54-	L. 26,996	—	100	....										
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	Duxbury and Cohasset	Mass.	384,519	*	.....	9,870	350,000	—	42,239	2,150	17.5	.....	100.711	6,262	34,048	1,434	—	100	....										
Sept. 30, 1872	17.5	—	0 0	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	—	—	—	(Pennsy	lvania R. R	Co.)	.....	.....	—	50	....										
Oct. 31, 1872	36.0	—	15.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,209,200	495,900	—	—	—	(Phila. &	Reading	Co.)	.....	.....	6	50	80										
Jun. 30, 1872	242.0	28.0	27.0	—	43	33	8	605	East Tenn., Va., & Georgia	Tenn. & Ga.	9.167,851	*	34,750	661,293	1,970,024	3,889,900	168,593	3,735,377	270.0	.....	.....	172,395	1,201,492	366,692	—	100	....										
Sept. 30, 1872	41.4	71.7	61.6	—	78	133	35	864	Eastern	Massachusetts.	7,436,949	1,767,261	1,332,235	1,579,678	4,262,600	6,746,100	701,841	405,582	264.6	1,403,179	5,000,399	424,320	1,973,623	574,201	—	100	66½										
Dec. 31, 1872	23.0	5.0	3.1	—	3	2	—	86	Eastern Kentucky	Kentucky.	.....	*	.....	.....	.....	.....	.....	.....	29.0	49,312	22,107	41,308	129,305	21,728	—	100	....										
Dec. 31, 1872	40.0	—	1.7	—	—	—	—	—	Eastern Shore	Maryland.	895,000	*	—	—	295,000	600,000	.....	.....	40.0	—	(No state	ment furni	shed.)	.....	—	100	....										
Dec. 31, 1872	185.0	—	9.7	—	—	—	—	—	Elizabeth and Paducah	Kentucky.	6,000,000	*	—	—	3,000,000	3,000,000	.....	.....	185.0	(R	ecently o	pened—no	returns.)	—	—	100	....										
Dec. 31, 1872	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canadaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Northe	rn Central	R. R. Co.)	25,000	25,000	5	100	....										
Dec. 31, 1872	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620 000	—	—	—	1,000.000	1,620,000	—	—	—	(Northe	rn Central	R. R. Co.)	165,000	162,000	5	50	....										
Sept. 30, 1872	459.0	495.0	505.5	—	488	302	70	10638	Erie	New Jersey, N. York & Pa.	97,048.084	11,191,472	568,131	1,133,257	86,536,910	26,398,800	2,517,301	—	954.0	12,318,504	3 598,988	5,564,274	18,371,885	4,720,285	1½	100	43										
Sept. 30, 1872	12.3	—	0.8	8.7	—	—	—	—	Erie and Genesee Valley	New York.	191.302	—	—	—	144,900	120,000	—	—	12.3	.....	.....	.....	.....	.....	—	100	....										
Dec. 31, 1872	66.0	—	3.0	109.0	5	4	3	81	Erie and Louisville	Ohio.	2,328.636	*	96,300	47,046	1,045,450	890,000	536,502	—	66.0	52,000	30,160	38,344	74,404	27,338	—	100	....										
Dec. 31, 1872	81.5	3.7	11.3	—	29	10	4	1,319	Erie and Pittsburg	Pennsylvania.	5 397,000	*	.....	.....	2 000,000	3,297,000	.....	—	114.0	749,260	265,985	1,141,437	(Pa. Co.)	385,937	7	50	....										
Dec. 31, 1872	114.0	3.0	6.0	—	15	15	5	302	European and North American	Maine.	8,725,907	*	.....	.....	1,272,550	4,753,772	3,230,360	—	114.0	154,290	298,082	.....	367,574	165,289	—	100	....										
Aug. 31, 1872	109.0	23.0	16.0	—	17	10	6	340	Evansville and Crawfordsville	Indiana.	2,879,748	*	24,449	92,138	1,144,253	1,127,000	20,630	704,452	132.0	359.515	146.036	.....	566.979	218,645	—	100	....										
Dec. 31, 1872	55.0	—	3.1	—	8	5	3	222	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	.....	.....	750,000	750,000	.....	.....	—	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)	—	100	....										
Sept. 30, 1872	5.8	—	—	—	—	—	—	—	Fall River, Warren & Prov.	R. I. & Mass.	331.107	4,200	71,504	469,159	150,000	234,633	271,986	213,351	5.8	11,988	106,787	—	42.378	15,608	—	100	....										
Oct. 31, 1872	12.7	—	0.8	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Pbg. &	Connells	v. R. R. Co.)	.....	.....	7½	50	....										
Sept. 30, 1872	50.3	43.2	84.7	—	38	46	12	876	Fitchburg	Massachusetts.	3,503,372	560,000	227,503	.....	4,000,000	—	.....	511,300	93.3	716,246	1,869,427	740,123	1,350,289	323,935	8	100	123										
Dec. 31, 1872	12.5	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	—	(Belv. D	elaware R.	R. Co.)	16,217	L. 16,186	—	100	....										

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Any asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained."
Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952.158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville..N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw..Ind.& Mich.	3,000,000	313,000	25,000	.....	1,055,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109 6	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept.30, 1872	26.0	—	3.3	—	—	—	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	.....	(Boston	Clinton &	Fitchb'g.)	21,580	21,580	—	100	493
Dec. 31, 1872	11.5	—	1.3	—	3	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	288,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,000	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,424	93,422	—	100	...
Dec 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson.Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500 000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilmer, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	...
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	250,901	.....	.....	.....	105,000	246,500	8,000	.....	.....	(Leased	to Erie)	.....	21,500	21,500	6	100	...
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	.....	(Leased	by Michig	an Centra	l R. R. C	o.)	—	100	...
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶.....Canada.	106,900,746	*	5,197,215	1,348 999	16,977,803	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,4 7	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	.....	.....	(Not r	egularly o	perated.)	.....	—	100	...
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185.500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12.528	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf, Western Texas and Pacific.¶..Texas.	2,500,000	*	.....	.....	.....	1,886,000	.....	.....	.....	68,000	9,505	35,874	232,979	128,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	.....	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	.....	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri.Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	.....	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675.000	.....	.....	.....	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,828	415,363	2,484,670	670,529	—	100	81½
Sept. 26, 1872	7.9	—	1.0	—	—	—	—	—	Hanover Branch.....Mass.	170,130	40,445	.....	21,128	123.550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	2	3	2	13	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123 424	82,388	24.356	10	50	...
Sept 30, 1872	116.0	2.0	7.2	—	6	5	2	30	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
Oct. 31, 1872	36.0	18.0	17.6	—	9	5	1	146	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	760,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		—	100	...
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn.& Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721.348	2,106,674	752,702	7	50	102
Sept. 26, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill¶..R.I.,Ct &N.Y.	4,201 486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	4½	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & St.	Paul C	o. for $2,1	00,000.)	.....	75.0	.....	10,928	20,640	21,415	Loss.	—	100	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	...
Dec. 31, 1872	68.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	.....	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	...
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	.....	200,000	200,000	1,667	26,365	.....	(New H	aven & N	orthamp.)	14,000	14,000	—	100	...
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	86	2,000,000	400,000	335,213	42.248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	.....	.....	2,400,000	1 925.915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	...
Dec. 31, 1872	387.0	115.0	16.9	—	25	14	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	761,494	589,503	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	...
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	100	...
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,588,226	1,352,156	2,039,321	8,026,754	2,103,107	10	50	21½
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	*	.....	.....	960,000	960,000	.....	.....	.....	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	105½
Jun. 30, 1872	85.0	—	2.9	67.0	5	.....	.....	.....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	.....	(No	t operated	by Compa	ny.)		—	100	...
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,988,000	.....	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,359,691	.....	—	100	...
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O.&Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	1,754,369	592,056	—	100	...
Dec 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600.000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	64
Dec 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	...
Dec 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill.Cen	R.R.Co.)	337,462	118,112	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		100	85
Sept.30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,190	*	.....	.....	494,162	600,000	103.302	.....	35.6	82.960	20,367	121,600	110,942	51,708	—	100	...
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	...
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,641	—	50	...
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Centra	l.)		—	100	...
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	.....	(Leased	by Erie R	ailway Co.)	.....	.....	—	100	...
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jefferson, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,638	468,236	1,287,280	469,670	7	100	85
May 31, 1872	37.7	—	4.2	—	—	—	—	—	Jeffersonville, Madison and Ind..Indiana.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	.....	(Leased	to Chicag	o & Alton	R. R. Co.)		7	100	...
Oct. 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	.....	(Leased	to Michig	an Centra	l R. R. C	o.)	7	100	85
Dec. 31, 1872	4.6	—	9.8	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	898,324	.....	.....	.....	185,250	800,000	.....	.....	.....	24,937	.....	.....	.....	.....	8	100	...
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction (Phila.).....Pennsylvania.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)	.....	.....	—	50	...
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Junction and Breakwater.....Delaware.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	.....	(Leased	to Lake S	.& M. So.)	132,384	55,157	—	103	...
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	.....	(Leased	by Michig	an Central	R.R.Co.)	51,200	—	100	...
Mar. 31, 1872	200.2	60.0	15.2	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	8,626,158	*	.....	.....	2,789,413	6.131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	...
Jun. 30, 1872	31.9	—	1.8	—	21	17	17	263	Kansas City,St. Joseph & Co. Bl.Mo.& Ia.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	.....	(Leased	by Leav. L	awr.&Gal.	R.R.Co.)	72,000	—	100	...
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas City and Santa Fe.....Kansas.	35,183,274	*	2,428,546	2,563,182	2,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	...
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Kansas Pacific.....Kansas & Col.	2,725,798	*	.....	138,305	361,492	2.395,000	.....	.....	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	...
Oct. 31, 1872	80.0	—	33.0	—	25	10	4	1,515	Knox and Lincoln .....Maine.	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	107,611	80.0	436,206	362,294	2,213,010	1 083,505	471,764	—	50	...
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lackawanna and Bloomsburg.....Penn	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	.....	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	.....	(Leased	by Tol. W	ab. & Wes	n operatio	n.)	—	100	...
Sept.30, 1872	16.0	—	....	124.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	1,541,456	.....	.....	.....	1,727,553	792,000	96,097	.....	.....	(Not yet t	2,112,833	4,382,243	17,591,629	5,118,598	8	100	79½
Dec. 31, 1872	541.3	595.2	533.2	—	418	160	69	8,640	Lake Ontario Shore Line.....New York.	63,047,176	12,384.187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	(Opened t	hrough In	July, 187	3.)	—	100	...
Jan. 30, 1872	37.0	—	....	68.0	6	—	—	35	Lake Shore and Michigan Southern.Ohio.	2,539,669	87,519	138,142	72,922	744,938	2.000 000	93,314										
Dec. 31, 1872	156.0	—	28.0	—	24	14	7	797	Lake Superior and Mississippi.....Minn.	7,891,200	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...
Oct. 31, 1872	17.4	—	1.7	—	—	—	—	—	Lawrence .....Pennsylvania.	637,607	.....	.....	.....	42,017	101,148	5,125,000	7,422,000	491,092	121,273	211,917	.....	.....	.....	—	100	...
Dec. 31, 1872	21.3	—	2.1	—	—	—	—	—	Leavenw'th, Atchison & N. Wtn. Kansas.	1,200,000	.....	.....	.....	.....	.....	289,750	.....	.....	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1872	141.2	1.8	9.2	—	20	14	9	255	Leavenworth, Lawrence & Galveston.Kansas.	1,200,000	.....	.....	.....	.....	.....	289,750	.....	.....	.....	.....	.....	.....	.....	—	100	...

Dec. 31, 1872	156.0	—	28.0	—	24	14	7	797	Lake Superior and Mississippi	Minn.	7,891,200	*	42,017	101,148	5,125,000	7,422,000	491,092	121,273	211.0	(Leased	by North	ern Pacific.)	731,612	171,001	—	100	....
Oct. 31, 1872	17.4	—	1.7	—	—	—	—	—	Lawrence	Pennsylvania.	637,607	—	.....	.....	289,750	355,000	25,000	—	20.4	94,356	72,942	294,444	157,653	76,950	10	50	....
Dec. 31, 1872	21.3	—	2.1	—	—	—	—	—	Leavenw'th, Atchison & N. Wtn.	Kansas.	1,200,000	—	.....	.....	600,000	600,000	.....	—	—	(Leased	to Pacific	Mo. at 45	p.c. 42,000	42,000	—	100	....
Jun. 30, 1872	141.2	1.8	9.2	—	20	14	9	255	Leavenworth, Lawrence & Galv.	Kansas.	5,378,151	604,364	4,550,061	125,119	5,000,000	5,880,000	514,522	273,173	208.6	427,541	.....	.....	593,993	198,314	—	100	....
Oct. 31, 1872	101.0	129.0	222.5	—	181	44	28	8,776	Lehigh Valley	Pennsylvania.	14,611,783	5,138,642	.....	.....	21,468,800	9,754,000	.....	.....	239.1	3,676,851	967,850	6,307,604	5,982,949	1,773,794	10	50	122½
Dec. 31, 1872	120.0	77.0	63.5	—	53	40	22	703	Little Miami	Ohio	8,950,425	*	.....	.....	6,394 450	2,550,000	.....	.....	197.0	1,240,270	702,241	555,656	1,673,307	403,387	8	100	....
Dec. 31, 1872	100 0	—	....	60.0	7	...	...	100	Little Rock and Ft. Smith	Arkansas.	.....	.....	.....	.....	6,000,000	6,000,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1872	28.3	—	19.9	—	—	—	—	—	Little Schuylkill	Pennsylvania.	1,416,188	—	.....	.....	2,646,100	759,500	.....	—	81.3	(Leased	by Phila.&	Reading.)	271,435	271,435	7	50	94
Oct. 31, 1872	9.5	—	0.6	—	1	—	—	—	Littlestown	Pennsylvania.	115,116	—	.....	.....	34 850	40,000	1,500	—	9.5	6,673	7,618	18,388	11,185	4,148	—	50	....
Apl. 30, 1873	92.0	3.0	5.0	—	9	5	3	253	Logans., Crawfordsv. & S. Wtn.	Indiana.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	—	117.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	24.5	—	3.6	—	—	—	—	—	London and Port Stanley	Canada.	947,349	80,579	36,323	19,294	442,240	150,800	.....	—	—	(Leased	by Gt. W	estern Co.)	.....	20,000	—	100	....
Sept. 30, 1872	94.0	64.0	15.9	—	22	43	9	237	Long Island	New York.	5,016,402	*	.....	.....	3,000,000	1,500,000	125,000	.....	158.0	.....	.....	.....	865,192	277,197	4	100	....
Dec. 31, 1872	51.0	50.0	8.6	—	—	—	—	—	Louisiana and Missouri River	Mo.	5,902,440	—	.....	2,623,694	4,226,133	4,300,000	.....	—	—	(Leas	b y Chicago	and Alton	R. R. Co.)	.....	.....	—	100	....
Jun. 30, 1872	93.5	81.4	23.1	—	39	27	12	351	Louisville, Cincinnati and Lexington.	Ky.	7,684,998	*	1,234,707	270,336	2,474,483	4,101,000	2,614,058	—	174.9	.....	442,233	244,446	1,038,273	235,799	—	100	....
Jun. 30, 1872	185.0	42.4	58.8	—	118	55	33	1,137	Louisville and Nashville	Ky.	17,260,284	*	9,066,840	.....	8,980,703	12,244,000	3,328,909	1,773,413	920.5	2,192,922	.....	.....	3,200,068	1,213,193	7	100	58½
Dec. 31, 1872	288.0	—	17.0	—	36	15	10	454	Louisville, New Albany & Chicago.	Ind.	3,000,000	*	.....	.....	3,000,000	.....	.....	—	288.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	12.4	—	2.4	—	—	—	—	—	Lowell and Lawrence	Massachusetts.	363,158	—	.....	11,108	200,000	54,700	119,566	—	—	(Leased	by Boston	and Lowe	ll.)	.....	.....	6	100	....
Dec. 31, 1872	29.0	—	1.6	86.0	2	1	—	2	Louisville New Albany & St.L. Ind.& Ill.		1,057,495	*	115,500	64,911	1,168,153	—	68 632	703	29.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1872	20.0	—	9.9	—	—	—	—	—	Lykens Valley (Summit Branch)	Penn.	600,000	—	.....	.....	600,000	—	—	—	—	(Leased	by Summi	t Br. Co.)	62,500	62,500	10	100	....
Mar. 31, 1873	78.0	—	3.9	—	—	—	—	—	Macon and Augusta	Georgia.	2,506,170	—	.....	.....	1,631,900	770,000	104,270	—	78.0	(Operat	ed by Geo	.R.R.Co.)	120,758	7,491	—	100	....
Dec. 31, 1872	187.5	10.0	5.5	—	14	11	6	167	Macon and Brunswick	Georgia.	7,250,000	*	.....	.....	3,500,000	3,750,000	.....	—	197.5	.....	.....	.....	300,000	120,000	—	100	....
Sept 30, 1872	102.5	—	12.3	—	19	15	6	240	Macon and Western (Central)	Georgia.	2,500,000	*	.....	.....	2,500,000	150,000	.....	—	199.0	.....	.....	.....	706,647	255,531	10	100	....
Dec. 31, 1872	129.0	228.0	22.0	—	55	58	34	1,090	Maine Central¶	Maine.	11,910,549	*	324,288	491,189	4,416,720	6,797,301	820,815	691,190	357.0	1,186,883	672,215	359,286	6,928,807	599,825	—	100	55
Mar. 31, 1873	26.0	—	3.1	—	—	—	—	—	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72.124	52,902	825,000	175,000	35,920	89,106	26.0	75,178	158,945	79,434	177,083	100,505	10	100	121
Sept. 30, 1872	21.0	—	2.3	—	—	—	—	—	Mansfield and Framingham	Mass.	766,031	—	4,527	8,983	300,000	470,000	9,542	—	—	(Leased	to B.C.& F	.R.R. Co.)	39,903	37,791	—	100	....
Dec. 31, 1872	197.8	86.0	45.2	—	79	27	16	1,106	Marietta and Cincinnati	Ohio.	22,033,380	*	1,058,828	3,323,373	14,004,187	9,304,447	3,106,947	—	283.8	2,411,100	457,868	667,267	2,029,165	410,452	—	100	....
Jun. 30, 1873	100.0	2.0	4.6	—	6	8	2	112	Marietta and Pittsburg	Ohio.	3,500,000	*	.....	.....	1,500,000	1,000,000	.....	—	80.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1872	54.0	—	0.5	—	4	2	1	15	Maryland and Delaware	Md. and Del.	1,500,000	—	.....	.....	500,000	400,000	.....	—	54.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	36.0	2.0	2.0	—	—	—	—	—	Massawippi Valley	Canada.	800,000	*	.....	.....	400,000	2,000,000	.....	—	41.0	(Leased	by Conn.	and Pass.	Riv.RR.)	48,000	6	100	....
Jun. 30, 1873	12.5	—	4.0	—	—	—	—	—	Massillon and Cleveland	Ohio.	315,729	—	.....	.....	194,755	700,000	.....	.....	—	(Leased	by Clev.M	t.Ver.& D	el. Co.)	20,000	—	100	....
Jun. 30, 1872	271.0	19.0	26.2	—	48	34	10	741	Memphis and Charles.	Tenn., Miss. & Ala.	8,770,952	*	411,861	764,271	5,312,725	4,017,142	531,816	—	327.0	991,695	132,595	.....	1,404,116	453,724	—	100	....
Jun. 30, 1872	82.6	—	3.6	—	11	4	—	109	Memphis, Clarkesv. and Louisv.	Tenn.	4,599,744	*	.....	.....	.....	2,700,000	.....	—	82.6	435,019	82,664	.....	505,359	8,519	—	100	....
Dec. 31, 1872	131.0	—	7.2	—	20	13	2	170	Memphis and Little Rock¶	Arkansas.	5,113,222	498,289	.....	.....	4,000,000	3,338,000	.....	—	131.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1872	130.3	—	11.9	—	16	5	—	123	Memphis and Ohio	Tennessee.	4,500,000	*	.....	.....	1,074,289	3,500,000	.....	—	130.3	548,101	209,696	.....	938,524	240,712	—	100	....
Dec. 31, 1872	5.0	—	—	17.0	—	—	—	58	Mercer and Somerset	New Jersey.	325,000	—	.....	.....	.....	.....	.....	—	—	(Leased	by Belv.D	el. R. R. C	o.)	.....	.....	—	100	....
Mar. 31, 1873	27.0	—	2.7	30.0	2	4	—	58	Merrimac and Conn. Rivers	New Hamp.	698,258	*	.....	.....	595,587	374,500	300,000	—	27.0	52,885	46,442	32,108	91,727	28,719	—	100	....
May 31, 1873	285.0	103.0	259.0	—	210	118	45	4,117	Michigan Central	Mich., Ind. & Ill.	24,536,881	*	5,976,001	803,725	18,738,204	11,635,000	216,437	724,966	788.0	3,992,871	852,353	1,416,792	5,876,312	2,000,069	9	100	86
Jun. 30, 1872	67.0	—	3.3	—	5	4	2	12	Michigan Lake Shore	Michigan.	1,340,125	*	2,299	67,900	450,000	880,000	80,324	—	67.0	519,185	112,122	55,314	100,427	12,074	—	100	....
Sept. 30, 1872	8.5	—	1.1	—	1	2	1	35	Middleboro' and Taunton	Mass.	135,021	40,084	.....	3,604	148,175	—	5,008	25,525	8.5	21,442	42,826	31,716	36,236	6,883	4	100	....
Sept. 30, 1872	5.8	—	4.7	—	1	—	—	2	Middleburg and Schoharie	New York.	102,600	*	.....	.....	85,800	15,000	400	—	5.8	15,500	25,000	5,000	11,450	4,595	1½	100	....
Sept. 30, 1872	10.2	—	1 0	—	—	—	—	—	Middletown and Crawford	New York.	191,982	—	.....	.....	124,407	68,500	.....	—	—	(Leased	by N.Y.&	Oswego M	idland C	o.)	—	100	....
Sept. 30, 1872	13.0	—	0.2	—	—	—	—	—	Middletown, Union and Water Gap.	N.Y.	350,476	—	.....	.....	122,630	225,000	30,891	—	—	(Leased	by N.Y.&	Oswego M	idland C	o.)	—	100	....
Dec. 31, 1872	86.0	23.0	4.5	—	23	7	7	295	Midland, of Canada	Canada.	2,920,506	301,890	114,159	11,334	1,546,094	1,630,333	171,461	—	109.0	.....	85,237	197,064	304,273	130,081	—	100	....
Dec. 31, 1872	84.0	—	5 0	—	8	6	5	160	Midland Pacific	Nebraska.	3,700,000	*	.....	.....	2,100,000	1,600,000	.....	—	84.0	(Informa	tion refuse	d.)	.....	.....	—	100	....
Oct. 31, 1872	12.5	—	4.9	—	—	—	—	—	Mifflin and Centre County	Penn.	284,244	—	.....	.....	65,650	118,500	16,745	—	—	(Leased	by Penns	ylvania R.	R. Co.)	.....	.....	—	50	....
Dec. 31, 1872	731.0	579.0	126.0	—	182	103	56	3,351	Milwaukee and St. Paul	Wisconsin.	47,375,529	*	2,094,382	1,440,249	24,224,331	23,986,023	1,241,344	1,458,461	1,500.0	4,213,612	.....	.....	6,957,771	2,262,155	—	100	44
Dec. 31, 1872	83.0	16.0	4.0	27.0	8	8	3	163	Milwaukee and Northern	Wisconsin.	.....	.....	.....	.....	.....	1,625,000	.....	—	83.0	64,784	40,923	23,141	.....	.....	—	100	....
Dec. 31, 1872	37.5	15.3	85.0	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,969,100	—	.....	.....	3,969,100	—	—	—	—	(Leased	by Phila.&	Reading R	. R. Co.)	294,271	7½	50	104
Dec. 31, 1872	33.0	18.0	3.0	—	5	2	2	47	Mineral Point	Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	—	51.0	.....	17,026	60,922	115,043	.....	—	100	....
Dec. 31, 1872	38.5	—	....	—	....	....	....	....	Minnesota and Northwestern	Minn.	1,540 000	*	.....	.....	20,000p.m	20,000p.m	.....	—	38.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	237.0	.....	32 3	110.0	51	28	13	757	Mississippi Central	Miss. & Tenn.	10,405,241	1,822,887	264,188	.....	3,935,535	4,028,980	3,787,030	—	237.0	(Leased	by South.	R.R. asso.)	1,425,984	646,333	—	100	....
Sept. 30, 1872	100.0	—	6.2	—	12	12	4	160	Mississippi and Tennessee	Miss. & Tenn.	3,417,202	*	113,078	266,903	825,407	2,286,047	163,085	—	100.0	266,171	.....	.....	522,645	254,493	—	100	....
June 1, 1873	40.0	—	5.0	113.0	4	5	4	153	Mississippi Valley and Western	Mo.& Ia.	1,600,000	*	.....	.....	800,000	800,000	.....	—	40.0	8,800	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	86.0	—	4 3	214.0	6	2	3	345	Missouri, Iowa and Nebraska	Mo. & Ia.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	—	86.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1872	642.9	—	33.0	200.0	50	35	22	951	Missouri, Kansas and Texas	Mo. & Kan.	33,820,216	1,588,224	1,029,381	3,096,189	16,945,000	16,596,000	4,775,442	1,217,568	586.0	1,295,491	152,148	248,222	2,317,568	940,661	—	100	15
Dec. 31, 1872	160.0	—	16.1	120.0	21	12	5	630	Missouri River, Ft. Scott & Gulf.	Kansas.	12,894,000	*	1,889,467	.....	5,947,000	6,947,000	.....	—	160.0	605,177	116,062	.....	681,911	256.729	—	100	....
Apl. 30, 1872	60.0	—	2.1	210.0	2	2	1	12	Mobile and Alabama Grand Trunk¶	Ala.	1 214 504	*	.....	4,576	300,000	396,774	522,806	—	25.0	.....	9,098	.....	13,087	2,840	—	100	....
May 31, 1872	84.0	—	6.5	144.0	8	4	2	66	*Mobile and Girard*¶	Alabama.	1,714,866	*	294,871	90,170	1,278,378	711,000	110,429	—	84.0	.....	38,414	.....	139,374	33,346	—	100	....
Apl. 30, 1872	164.0	14.8	6.2	—	31	13	9	308	Mobile and Montgomery	Alabama.	5,421,415	624,590	135,002	219,237	2,034,800	2,688 400	768,946	—	178.8	.....	.....	.....	667,549	150,124	—	100	....
Dec. 31, 1872	472.0	45.6	49.8	20.0	124	41	15	117	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	17,599,235	*	641,254	1,223,280	4,466,476	10,539,144	2,607,278	1,550,871	517.6	1,621,661	398,884	374,531	2,952,507	1,022,288	—	100	....
Sept. 30, 1872	16.0	—	0.4	—	2	1	1	4	Monadnock	Mass. & N. Hamp.	359,981	24,120	14,231	.....	197,057	29,500	173,775	—	16.0	.....	.....	.....	28.826	1,683	—	100	....
Mar. 31 1873	20.0	—	4.0	20.0	6	6	2	40	Montclair	New Jersey.	3,871,234	*	.....	.....	697,175	2,688,400	701,159	—	—	(Leased	to N. Y. &	Oswego M	idland R.	R. Co.)	—	100	....
Sept. 30, 1872	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York.	288,931	*	.....	.....	150,065	177,000	.....	—	—	(Leased	by Erie R	ailway Co	.)	.....	4	100	....
Oct. 31, 1872	80.0	—	4.0	—	5	5	2	54	Montgomery and Eufaula¶	Alabama.	3,155,692	*	.....	290,284	1,149,350	1,810.000	416,527	70,099	80.0	.....	.....	.....	174,041	34,504	—	100	....
Sept. 30, 1872	23.8	—	2.4	—	—	—	—	—	Monticello and Port Jervis	New York.	1,069,093	—	.....	.....	418,995	650,000	60,836	—	23.8	22,424	25,431	21,104	40,534	19,058	—	100	....
Dec. 31, 1872	84.0	34.0	144.0	—	—	—	—	—	Morris and Essex	New Jersey.	27,888,477	—	.....	.....	14,008,100	13,0..7,000	.....	—	118.0	(Leased	by Del.La.	& Wtn.)	2,508,180	1,351,771	7	100	93
Sept. 30, 1872	14.5	—	4 0	—	17	21	8	422	Nashua and Lowell	N. Hamp. & Mass.	624,299	113,406	162,463	179,837	800,000	—	94,642	167,658	43.2	333,354	875,947	287,875	587,899	86,914	10	100	136
Jun. 30, 1872	151.0	22.0	11.6	—	58	23	10	719	Nashville and Chattanooga	Tenn.& Ala	4,751,410	*	1,489,279	425,472	2,021,573	2,586,360	1,390,951	367,278	173.0	1,262,937	156,005	491,765	1,800,758	542,493	6	100	....
Sept. 30, 1872	122.0	12.5	8.6	—	22	9	6	162	Nashville and Decatur	Tenn. and Ala.	3,337,619	433,218	505,000	105,954	1,511,807	2,024,000	528,863	327,120	134.5	328,629	108,179	48,583	453,012	160,687	—	100	....
Jun. 30, 1872	172.5	—	8.0	—	22	3	—	239	Nashville, Memp. & St.Louis	Tenn. & Ky.	(Sold un	der decr	ee for $2.	400,000 t	o Nash.&	Chatta.R.	R. Co.	&c.)	172.5	636,011	66,931	124,829	630,514	Loss.	—	100	....
Sept. 30, 1872	57.0	4.5	4.5	—	12	14	4	272	Naugatuck	Connecticut.	1,817,165	223,486	.....	.....	1,877,000	101,000	30,000	266,952	61.5	249,002	329,822	193,300	574,640	228,596	10	100	....
Dec. 31, 1872	8.0	—	10.0	—	—	—	—	—	Newark and New York	New Jersey.	2,443,632	—	.....	.....	977,500	600,000	882,675	—	—	(Leased	by Central	R. R. of N	ew Jerse	y Co.)	7	100	....
Sept. 30, 1872	44.0	—	3.3	—	—	—	—	—	Newark, Somerset and Straitsville	Ohio.	1,575,000	—	.....	.....	775,000	800,000	.....	—	—	(Leased	by Sand. M	ansf. & Ne	wark R.	R. Co.)	—	100	....
Sept. 30, 1872	20.1	16.6	5.2	—	9	20	11	145	New Bedford and Taunton	Mass.	760,000	*	55.504	34,476	500,000	171,500	37,051	141,529	36.7	121,834	354,341	159,234	281,452	62,862	9	100	....
Dec. 31, 1872	82.0	38.0	13.0	—	13	14	—	173	New Brunswick and Canada	N.Bruns.	2,500,000	*	.....	.....	.....	973.000	.....	—	120.0	.....	36,274	.....	193,995	.....	—	100	....
Sept. 30, 1872	8.3	—	0.4	—	2	1	—	—	New Canaan	Conn.	230,747	26,343	—	.....	164,050	86,972	3,847	—	8.3	21,021	37,733	5,423	18,491	Loss.	—	50	....
Oct. 31, 1872	14.9	—	3.2	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	799,412	—	.....	.....	605,000	88,300	.....	—	14.9	164,980	165,266	628,352	339,471	223,910	10	50	....
Sept. 30, 1872	13.0	—	1.2	—	3	3	2	27	New Haven and Derby	Conn.	1,055,700	74,760	.....	.....	455,700	525,000	75,000	—	13.0	41,947	125,957	11,116	66,415	9,375	—	100	....
Sept. 30, 1872	22.0	—	0.3	30.0	2	2	1	22	N. Hav., Middlet'n & Willimantic	Conn.	5,402,467	59,492	.....	.....	677,500	2,770,000	1,459,967	—	22.0	55,932	68,540	13,021	25.556	25,556	—	100	....
Sept. 30, 1872	83.9	15.1	18.0	—	29	17	7	479	New Haven and Northamp.	Conn. & Mass.	2,552,368	874,689	.....	.....	2,100,000	1,750,000	221,116	187,263	114.3	428,988	345,629	280.436	657,238	95,739	3	100	....
Dec. 31, 1872	33.9	—	33.9	—	....	....	....	....	New Jersey (U. Co's)	New Jersey.	9,458,328	*	.....	.....	7,295,200	850,000	.....	—	—	(Include	d in Unite	d Compan	ies retur	ns.)	10	100	123½
Mar. 31, 1873	74.0	—	6.8	—	8	16	—	89	New Jersey Midland	New Jersey.	5,795,859	*	.....	.....	1,500,000	4,500,000	.....	—	—	(Leased	by N.Y. &	Oswego M	idland R.	R. Co.)	7	100	....
Dec. 31, 1872	70.5	45.3	12.0	—	22	62	7	350	New Jersey Southern	New Jersey.	.....	.....	.....	.....	5,000,000	7,000,000	.....	.....	175 3	179,348	85,388	101,344	615,859	106 039	—	100	3¼
Sept. 30, 1872	100.0	—	10.3	—	20	15	9	329	New London Northern	Conn. and Mass.	1,583,931	*	.....	.....	1,418,800	376,500	45,000	—	115.1	399,980	342,422	199,706	640,183	172,764	10	100	....
Dec. 31, 1872	206.0	—	31.0	—	57	31	15	993	N. Orleans, Jack. and Gt. North.	L. & M.	13,107,129	*	.....	1,008,206	4,704,846	4,500,000	1,282,790	3,327,699	206.0	.....	.....	.....	1,754,489	850,845	—	100	....
Dec. 31, 1872	200.0	—	10.9	535.0	....	....	....	....	N. O., Mobile and Texas.	Ala.M.La.&Ky.	—	(Bankru	pt; no re	turns ac	cessible.)	—	—	—	206.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	441.7	298.4	772.3	—	455	391	158	10983	N. York Central and Hudson River.	N.Y.	63,772,031	*	.....	.....	89,428,300	16,496,020	1,167	—	50.7	11,988,057	7,130,922	4,393,965	25,580,676	9,184,240	8	100	101¼
Sept. 30 1872	136.3	4.1	45.5	—	41	79	38	740	New York and Harlem	New York.	13,840,447	1,489,010	1,445,230	.....	9,000,000	4,864,024	441,875	—	165.9	883,725	1,640,875	377,537	2,856,525	1,137,141	8	100	131

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "$."

Years ending	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Sept. 30, 1872	74 0	—	4 8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692		74.0	101,685	163,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	185,500	156,475		—	(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	....
Sept. 30, 1872	7 0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	—	.....	.....	265,000	—	—		—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford.N.Y., Ct. & Ma.	12,861,474	1,840,535	1,465,553	3,428,675	15,500,900	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	892,579	4,483,554	1,769,809	10	100	133
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	120½
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	—	.....	.....	1,000,000	—	—		—	(Leased	by New Y	ork Cent.	R.R Co.)	60.000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48.554	336,167	179,553	88,210	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina ¶.....North Carolina.	4,947,741	*	344,672	387,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140.397	113,126	(Richm.&	Dany.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern ¶ .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82.7 9	.....	395,463	159,695	—	100	....
Jun. 30, 1873	72 0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.		(No a	ccounts o	btainabl	e.)				72.0		(No accou	nts.)				—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	908	North Pennsylvania.....Pennsylvania.	7,086.930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394		67.7	617,092	889,571	880.119	1,536,938	592,322	5s	50	90
Dec. 31, 1872	95 0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,819,963	261,561	3.533	140.3	748.838	212.080	313.664	894,774	180.541	—	100	....
Dec. 31, 1872	138.6	4.0	137.0	—	141	69	22	6,284	Northern Central ¶.....Md. and Penn.	11,6 6 830	3,223,428	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	77
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102.000	266,800	154,576	82.6	506,848	195,406	411,888	706,355	217,103	8	100	106½
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	46	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....			(Leased	to Erie Ra	ilway Co.)	273 054	37,604	8	100	....
May 31, 1873	153.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601.394	.....	.....	50,000p.m	.....		559.0		(No sta	tement pu	blished.)		—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372.841	346.367	771.602	293.328	10	100	126
Jun. 30 1872	113.0	32.0	14.5	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464		145.0	.....	194.167	242,210	328.841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....		122.0	636,755	171 894	417,373	1,005.979	263,867	6	100	50
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	46	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....		12.0	.....	.....	54,479	47,459	25.656	6	100	....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902		393.0	2,852,765	404.765	708,799	3,343,845	984,008	—	100	31½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	828	Oil Creek and Allegheny River.....Penn	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....		123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	34
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521.000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897.438	630,249	6½	100	111
Dec. 31, 1872	9.9	2.0	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852		11.9		2,984 817				—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	23	21	12	382	Orange, Alex. and Manassas Gap ¶....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431		292.6	713,252	196,294	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	—	.....	.....	375,000	200.000	25,000		—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	....
ept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	—	.....	.....	300,000	612,100	27		—	(Leased	by Rome,	Watertow	n & Osd.	R.R.Co.)	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	630,270	.....	.....	1,144,400	180,000	.....		35.0	232,069	171.932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky	.....	.....	.....	.....	1,500,000	1,500,000	.....		35.0	(In cours	se of cons	truction:	no return	s.)	—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri ¶.....Missouri.	.....	.....	.....	.....	7,000,000	(Assume	d by Le	sees.)	—	(Leased	by Atlan	tic & Pacif	c R. R. C	o.)	5	100	42½
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Padu ah and Gulf .....Kentucky.	3,261,312	*	.....	.....	2,924,150	1,000,000	466,812		63.5	469,289	22.920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234.608	21,389	.....	.....	255,997	—	—		11.5	(Under	construct	ion: no re	turns.)		—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,718.6*0	1,232,602	10½	100	115½
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0		(No statement		furnished	.)	—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	—	.....	.....	630,000	—	—		—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8½	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	—	.....	.....	250,000	500,000	—		—	(Le sed	by Erie R	ail'y Co.)		35 p. c.	—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	.....	.....	248,000	100,000	—		—	(Leased	by Erie R	ail'y Co.)	30,173	30,173	6	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	—	.....	.....	1,500,000	1,076.000	.....		—	(Leased	by Tol.Wa	b. & Wtn.	Co.)	.....	—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	—	.....	.....	342,150	160,000	36,542		—	(Leased	by United	Co.)	31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	.....	.....	500,000	375,000	.....		—	(Leased	by N. J r.	Sth'n R.R.	Co.)	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142.262		165.0		83.491	46,333	109.913	Loss.	—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11429	Pennsylvania .....Pennsylvania	31,283,395	11,154,553	53,506,985	20,413,980	53,271,937	35,072,309	19,395,422	8,919,154	787 7	13,380,957	5,250,393	7,844.779	22,012.525	8,247,852	10	50	105
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	536,500	375,000		47.0	.....	3,486	1.376.772	23.063		20	50	285
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware. Penn. & Del	1,200,000	—	.....	.....	483.297	700,000	.....		—	(Leased	to Penna.	R.R. Co.:	recently	owned.)	—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York.N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....		145.6	.....	190.309	1,268.527	1,608.287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	.....	.....	1,200,000	600,000	.....		—	(Leased	by Chic.R.	I. & Pac.	Co.)	125,000	8	100	....
Dec. 31, 1872	82.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	260,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	—	.....	.....	57,200	100,000	57,381		—	(Oper.b	y Penna.	R. R. Co.)	.....	.....	—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg ¶.....Virginia	1,817,985	*	323,905	43,388	1,324,200	500 000	361,093		82.0	228,000	44,292	57,238	288,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent..Penn. & Md.	1,806,209	177,474	.....	.....	2,200,000	2,600,000	53,413		58.1	176,312	315,515	134.307	295.594	105.205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie ¶.....Pennsylvania.	21,822,990	—	2,248,693	.....	8,448,000	14,750,000	892,983		287.6	2,912,351	839.793	2,028,568	3,980,753	846.319	—	50	42½
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500.793	.....	2,231,900	—	—		23.6	(Leased	by Phila.	& Read'g.)	287.816	271,179	12	50	175
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14132	Philadelphia and Reading..Pennsylvania.	45.922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	115½
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	—	529,626	.....	1,259,100	—	.....	275,408	37.5	.....	1,561.080	1,124,640	1,759.758	.....	10	100	121
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890.736	*	2,318 306	175,395	11 485,750	1,990.500	455,321	660,478	197.7	1,248,818	1,747.195	449,780	2,814.274	1,188.614	8	50	111½
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132		7.0	.....	9 800	12,854	20,483	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173		201.0	3,160.500	606,902	1,429,115	3,856.649	799,501	—	50	....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., I. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230		503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	93½
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	—	—		14.0		(In opera	ion only t	hree mon	ths.)	—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pitts'b'g, Washington & Dalton..Pa.&Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,204		173.8	1,703,600	781.994	980,780	1,437,392	Loss.	—	50	....
Sept.30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	—	.....	.....	450,000	—	—		—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific.Ind. & Ill.	.....	—	.....	.....	719,390	450.000	.....		—	(Leased	by Pennsy	lvania Co.	.)		—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....		41.0	.....	41.988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945 560	161,149	97,155	29,230	1,039,095	906.000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....		—	(Earnings	used in co	nstructio	n.)		—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....		27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,9 0,854	*	45,000	10,296	656,097	1,120,000	200,053		52.5	* 141,640	120,009	60.790	131,561	38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....		—	(Leased by Eastern			R. R. Co.)		10	100	115½
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0	(Operated	for benefi	t of contra	ctors.)		—	25	....
May 31, 1873	.	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway. N. H.	2,270,000	*	.....	.....	770 000	2,000,000	.....	.....	—	(Leased b	y Eastern	R. R. Co.)			6	100	55
Sept.30, 1872	.8	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,872	*	.....	.....	524,464	508,200	506,079		41.8	53,514	70,018	10,40	53,079	14,038	—	100	

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568	125,566	107,831	2,000,000	500,000	224,612	84,019	47.6	507,586	1,605,257	521,866	895,897	239,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	8	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,026	.....	.....	437,917	50,000	63,611	.....	13.6	44,096	415,776	16,367	105,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	*	32,200	.....	260,000	269,000	2,600	.....	21.0	38,850	12,560	38,231	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	*	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	155,300	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	66.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	*	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	664,000	556,934	1,748,915	604,224	7	100	103
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	*	2,046,460	211,461	4,000,000	2,621,090	510,171	236,066	295.9	526,732	134,485	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	*	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,213	*	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	*	.....	.....	650,000	615,640	.....	.....	38.3	.....	(No returns obtained.)	.....	.....	.....	—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	.....	.....	.....	—	(Leased	by Erie Railway Co.)	.....	.....	34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	*	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	.....	20.0	.....	(No information.)	.....	.....	.....	16	100	....
Sept. 30, 1872	141.1	48.5	25.3	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	.....	.....	2,998,900	1,755,606	38,359	.....	218.2	675,016	441,909	336,440	1,150,764	282,106	7	100	75
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland .....Vermont.	8,787,902	—	1,286,719	.....	6,641,300	1,701,000	1,180,628	.....	239.0	(Leased	to Central Verm't.)	.....	434,740	405,381	—	100	9
Jun. 30, 1873	225.0	—	24.0	34.0	19	...	...	....	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	.....	250,000	.....	.....	59.0	.....	70,265	3[illegible]592	161,771	45,953	—	100	....
Dec. 31, 1872	189.0	18.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	238,001	4,768,400	6,700,000	218,001	.....	56.0	360,130	149,499	416,215	507,019	220,002	—	100	12½
Dec. 31, 1872	195.5	15.3	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,555,951	1,951,989	1,088,796	153,733	10,000,000	5,461,000	.....	.....	210.8	933,393	557,575	633,574	2,146,639	687,639	3	100	58½
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,176	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	15[illegible].0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	—	.....	.....	2,324,100	3,477,000	.....	.....	—	(Leased	by Chicago & Alton	R.R.Co.)	240,000	.....	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	38	19	1,531	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	*	2,569,765	439,708	24,000,000	6,000,000	943,928	.....	581.7	2,893,281	428,957	517,628	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	*	.....	205,201	2,577,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	354,082	—	100	....
Dec. 31, 1872	207.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.)..Minnesota.	15,185,653	*	3,723,033	229,522	1,968,600	16,197,000	589,333	—	283.0	462,489	235,279	152,356	682,560	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	*	179,798	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	*	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,661	153,505	574,951	37,802	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	*	525,789	1,171,804	4,479,677	3,242,200	1,571,999	.....	347.0	635,300	98,234	.....	983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No	statement	furnished	: very small.)	.....	—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke..Va. & N. Carolina.	1,488,400	*	.....	105,689	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,832	566,619	266,335	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890 335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393	—	50	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	5,696,400	*	.....	.....	2,068,400	1,628,000	.....	.....	157.8	.....	.....	.....	162,405	10,344	—	100	....
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422 132	*	568,362	.....	2,800,000	1,740,000	450,494	.....	—	.....	(Run by contractors: no returns.)	.....	.....	.....	—	100	....
Sept. 30, 1872	183.0	—	9.2	—	...	...	...	....	South and North Alabama.....Ala.	7,481,764	*	.....	.....	3,458,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,285	—	100	....
Dec. 31, 1872	187.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	*	2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.0	856,782	207,344	266,707	1,401,211	545.105	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305	.....	.....	1,783,021	2,288,000	89,881	.....	116.0	302,744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.).....New York.	3,166,551	648,925	.....	.....	1,000,000	2,250,000	286,782	.....	57.0	233,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota.....Minnesota.	9,424,953	*	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	23	8	245	Southern Pacific.....California.	11,500,000	*	.....	.....	8,404,800	5,750,000	.....	.....	170.0	.....	314,150	121,560	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	16	4	260	Springfield & Ill. So. Eastern....Illinois.	8,176,500	*	.....	.....	4,000,000	4,400,000	140,000	.....	—	.....	(Not in operation at date.)	.....	.....	.....	—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	373	Syracuse, Binghamton and N. York..N.Y.	3,906,297	*	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	533,355	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley....N. Y.	1,165,062	61,985	.....	.....	1,063,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,213	*	1,583,484	191,840	1,988,150	800,000	616,344	1,173,143	99.3	.....	190,997	834,850	1,070,354	128,443	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	*	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,831	.....	.....	1,316,106	368,093	—	100	....
Dec. 31, 1872	473.6	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	*	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	46½
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,418	.....	.....	1,599,000	1,899,000	65,369	.....	55.3	190,548	262,763	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1 032	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	*	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	165,688	.....	8,862,605	4,092,032	—	100	35½
Dec. 31, 1872	165.0	—	160.0	—	242	281	3	1,762	United Companies of New Jersey..N. Jer.	22,450,528	—	13,210,919	427,838	18,990,627	17,615,608	797,681	472,455	455.9	3,905,741	7,580,795	2,536,304	8,266,226	2,261,060	10	100	121
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	*	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,358	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,060,000	*	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200 444	258,703	.....	.....	1,754,020	775,500	.....	.....	92.2	201,688	184,533	62,064	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186 344	438,131	.....	.....	2,908,600	.....	.....	.....	120.0	228,887	246,161	173,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	—	.....	.....	3,000,000	.....	.....	.....	—	(Leased	by Vermont Central	R. R. Co.	at 8 p.c.)	8	100	52
May 31, 1872	118.0	—	108.0	—	176	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	(2 yrs.	8,497,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	18	19	8	274	Vermont and Massachusetts..Mass. & Vt.	2,703,966	*	90,785	191,899	2,860,000	900,000	68 899	157,751	88.1	24 ,299	275,181	131,458	557,196	169,523	2	100	81½
Feb. 29, 1872	140.0	—	7.8	—	20	8	—	160	Vicksburg and Meridian.....Miss.	3,036,644	*	245,588	193,945	454,072	2,922,236	86,869	.....	140.0	181 288	82,372	49,431	408,220	102,915	—	100	....
Dec. 31, 1872	46 0	—	2.3	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	*	.....	.....	998,005	750,000	78,187	.....	—	(Leased	to N. Jer. Southern	R. R Co.)	.....	.....	—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,400	.....	.....	—	(Leased	to D. L. & W. R. R.)	.....	525,749	215,353	7	100	83
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,435,176	128,577	128,773	.....	900,700	130,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,169 900	561,508	626,504	160.0	421,880	101,742	.....	626,504	150,534	—	100	....
Dec. 31, 1872	133.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned by State of Georgia & leased to a company for $300,000 a year.)								138.0	.....	.....	125.932	1,590,245	66,587	—	.....	....
Sept. 30, 1872	60.0	—	3.3	13.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,392	*	208,500	17,069	682,993	1,800,000	109,069	.....	60.0	217,760	134,655	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,055	—	.....	.....	1,022,450	1,800,000	1,023,555	.....	—	(Leased	by Pennsylvania R.	R. Co.)	.....	.....	—	55	....
Dec. 31, 1872	60.7	—	16.2	—	18	63	8	171	West Jersey.....New Jersey.	2,255,355	*	1,486,466	178,462	1,359,700	2,398,000	162,683	.....	123.9	330,555	642,728	28,443	664,777	291,363	8	100	160
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	*	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	—	.....	.....	500,000	.....	79,642	.....	32.0	39,328	53,175	11,638	48,164	480	—	50	....
Sept. 30, 1872	189.0	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,800,000	304,142	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	32,892	.....	750 963	2,332,300	108,610	.....	63.6	230,554	132,365	264,573	22[illegible],773	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	92	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004,044	*	61,436	296,393	1,456,200	1,619,100	77,042	299,531	181.0	519,184	124,995	.....	635,871	230,833	—	100	67
Dec. 31, 1872	130.9	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	*	.....	.....	1,657,500	1,591,500	.....	.....	—	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mas.	2,212,144	*	85,701	48,143	1,425,400	310,300	36,515	573,774	45.7	339,641	381,954	368,042	587,359	195,453	12	100	125½
									CANALS, &c.																					
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,662,316	*	258,967	.....	1,880,800	1,997,372	.....	.....	12.5	.....	.....	.....	419,222	281,715	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	*	.....	.....	1,633,350	800,000	.....	.....	—	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1872	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,581	20,935,269	.....	15,006,000	13,000,000	.....	.....	108.0	.....	.....	1,869,557	86,970	loss.	10	100	117½
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	*	.....	.....	5,847,400	.....	.....	.....	65.5	.....	.....	.....	957,557	385,170	10	100	....
Dec. 31, 1872	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*	.....	.....	8,784,550	15,767,656	.....	.....	108.0	.....	.....	1,041,891	506,060	32,570	—	50	91½
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	—	.....	.....	1,004.150	110.000	8,054	.....	85.0	.....	.....	2,059,934	196,149	159,121	9	50	...
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	*	.....	.....	2,200,000	1,125,129	.....	.....	103.0	.....	.....	.....	322,762	30,194	7	50	10½
Dec. 31, 1872	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,350	*	.....	.....	4,457,150	2,588,000	1,043,200	.....	360.0	.....	.....	967,573	556,164	loss.	—	50	4
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,5[illegible]7,126	2,285,573	271,467	.....	4,385,798	8,576,332	267,198	.....	108.3	(Leas.to	Ph.&R'g.)	1,200,181	649,352	634.169	1	50	12
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	*	.....	.....	2,092,706	2,757,313	165,811	.....	45.0	(Leas.to	Ph.&R'g.)	426,393	99,151	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	*	.....	.....	2,907,850	300,000	35,000	.....	84.0	.....	.....	124,969	44,862	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	*	.....	.....	1,100,000	748,000	295,219	.....	....	(Leased	to Pennsylvania.)	.....	.....	.....	—	59	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
	$	p.	p c	p. c.
Railroad Stocks:				
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	17
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	86
Camden and Amboy,* guaranteed..	5,547,800	10	10	121
Camden and Atlantic, preferred.....	763,549	7	3½	78
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	104½
Central Ohio,* preferred	417,550	6	6	90
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	79
Chicago and Alton, † preferred.....	2,425,400	...	10	109½
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	90
Chicago and North-Western, pref...	21,289,563	7	7	73
Cinc., Sand and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	89
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	65
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	62
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	70
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref	2,167,700	7	7	39½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	8	100
Huntington & Broad Top Min, pref.	190,750	7	...	36
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref....	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	16
" " 2d pref.....	4,436,250	6	...	9
Mich. Southern, (Lake Shore) guar..	5,33,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	64½
Mine Hill,* guaranteed.....	3,856,450	8	8	104
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	93
Nesquehoning Valley,* guar... ...	2,000,000	10	10	106
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	121
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	129
" " *com.& guar.	8,500,000	8	8	131
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	126
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	50
" " pf.& *guar.	2,000,000	8	8	92½
Ohio and Mississippi, preferred.....	4,030,000	7	7	63
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	115½
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	...	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	175
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	121
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	93¾
Pittsfield and North Adams,* guar.	450 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	115½
Rochester & Genesee Valley,* guar.	557,560	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	39
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	33
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	24½
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	122
" com. and * guar.....	1,693,000	4	4	52
Schuylkill Navigation preferred....	2,808,977	6	6	25

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25
Boston, Hart. & Erie....	1½	....	2	....	....	1½
Canton Co.....	....	....	....	....	....	77
Central Pacific.....	....	....	....	....	....	....
Central Pacific 6s.....	94¾	94¾	....	94	94	....
Central of N. Jersey.....	105	....	105	104¾	104¾	
Chesapeake & Ohio 1 m.....	....	....	....	56	56	....
Chicago & Alton.....	103¾	103	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....103¾	103¾	103¾	....	103¾	....	
" 8s, 1883 ....111¼	....	....	....	....	....	....
Chic. & Northwestern . 54⅝	54¼	54¼	54¼	55⅜	55¼	
" pref.....	72¼	72	....	72½	73	
" 1st M.....	....	101	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Consol.....	....	....	....	92	92¼	
Chic., Rock Isl. & Pac..105¼	105¼	105¼	105	106¾	106¾	
Chi., R. I & Pa. 7s, 1896.105	105	....	105¼	....	....	
Clev., Col., C. and Ind.. 75¼	....	....	....	....	....	....
Clev. & Pittsburg guar.. 87¼	88¼	....	88¼	88¼	89	
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M..... 89½	....	90	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	104	
Erie Railway..... 43¾	43¾	42¾	42½	43	43	
" pref..... 70	....	....	....	....	....	....
" 1 M. 7s, 1897.103½	....	....	....	104	104	
" 2 M. 7s, 1879....	....	....	....	....	....	....
" 3 M. 7s, 1883.....	....	98¼	98¾	....	....	....
" 4 M. 7s, 1880 ...	....	100	....	100	....	....
" 5 M. 7s, 1888.....	....	....	96½	....	....	....
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort. 84½	84¼	....	84	84	....	
Hannibal & St. Joseph. 30	31¼	31¼	31⅛	31⅜	31⅞	
" pref..... 39	39¼	38	39	39½		
" 8s, conv.....	....	80	80	....	....	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M. 7s, 1875....	....	....	....	....	....	....
Illinois Central	....	....	105	....	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th. 78¼	78⅜	77⅜	77⅞	78⅜	79⅜	
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central.....	86	....	85½	86	....	
" S.F. 8s, 1882.....	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.....	....	....	....	....	....	....
" 2 M.....	....	....	....	....	....	....
Milw. and St. Paul..... 43	42¼	42½	42½	43⅜	44	
" pref..... 65½	....	....	....	....	64½	
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....	....	....	....	....	....	....
" 7 3-10s con.....	....	....	....	....	....	....
" 7s, gold..... 88½	....	....	88¾	....	....	
Missouri 6s.....	....	....	94	....	....	....
" H. & St. J. iss.....	92½	....	....	91	....	
Morris and Essex..... 92½	93	92½	93	93		
" 1st mort....106	107	....	....	....	....	....
" 2d mort.... 99½	....	....	99¼	99½	....	
N. Y. Cen. & Hud. Riv.100⅝	100⅝	100⅜	100½	100⅞	101¼	
" 7s, S.F. 1876.....	....	....	....	....	....	....
" 6s, S.F. 1883.....	96½	....	....	....	96	
" 6s, S.F. 1887.....	....	....	....	....	....	....
N. York and Harlem...132¾	132	....	....	....	131	
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1873.....	....	....	....	....	....	....
N. York, N. Hav. & Hart.....	131¼	131½	131¾	132½	133	
N. Carolina 6s. old.....	29½	....	....	....	....	
" new	....	21¼	....	....	21½	
Ohio and Miss..... 30⅝	30½	30⅝	30¼	30⅝	31½	
" pref.....	....	....	....	....	....	....
" 2d M.....	....	....	....	....	....	....
Pacific Mail S. S. Co.... 44¼	44½	44	44½	45½	46⅞	
Panama	114½	114½	114¾	....	115½	
Pitts., Ft. W. & Chi. gtd. 94¼	94¼	94¼	....	95½	93¾x	
" 1 M.....106	....	....	106	....	....	
" 2 M.....	....	....	....	101¼	....	
" 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co.....	....	....	....	31½	....	32
St. L., Alton & T. H.... 12¼	....	....	12½	....	....	
" pref.....	....	....	....	....	....	....
" 1 M.....	98	....	....	....	....	....
" 2 M. pref.....	87	....	....	....	86	
" Income bds.....	....	....	....	....	....	....
Tennessee 6s, old..... 91¼	91¼	91¼	....	....	....	
" new.....	91¼	....	....	....	....	....
Tol., Wab. & Western.. 47	47¼	45⅝	45¾	46¼	46½	
" pref.....	....	....	....	....	....	....
" 1 M.....	95½	....	95½	....	96	
" 2 M.....	....	....	....	....	91	
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div. 86¼	86	....	86	....	....	
Union Pacific..... 34¼	34	33⅞	34	34¼	35½	
" 1st mort... 84¼	84	84	84¾	84	84½	
" L. Gt. 7s.....	82⅝	....	83	....	84½	
" Inc. 10s.... 80	80½	80½	81	81¼	84¼	
Virginia 6s, old.....	....	....	....	....	....	....
" new.....	....	....	....	....	....	....
" consol.....	....	....	....	50¼	50¼	
" def. cert.....	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25
Federal Stocks:—						
U. S. 5s, 10-40s, reg.....	....	114¾	....	114¾	....	
U. S. 5s, 10-40s, coup..114¼	114¼	114¼	114¼	114¼	114¼	
U. S. 5s, 1881, reg.....	....	....	....	....	115	
U. S. 5s, 1881, coup...114¾	....	114¾	....	115	....	
U. S. 6s, 1881, reg.....	....	....	....	119¾	119¾	
U. S. 6s, 1881, coup....120	120	120¼	....	120¼	120¼	
U. S. 6s, 5-20s, reg. '62....	117	....	117¼	....	....	
U. S. 6s, 5-20s, c. 1862.....	....	....	117¼	117¼	....	
U. S. 6s, 5-20s, reg. '64.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864.....	119¼	119¼	....	119½	....	
U. S. 6s, 5-20s, reg. '65.....	....	....	....	....	119¼	
U. S. 6s, 5-20s, c. 1865.....	....	....	120½	....	119½	
U. S. 6s, 5-20s, r. n. '65.112½	....	118½	118½	118¾	....	
U. S. 6s, 5-20s, c. n '65.118¾	118¾	....	118¾	119	119	
U. S. 6s, 5-20s, reg. '67.....	119¼	119¼	....	119¾	119¾	
U. S. 6s, 5-20s, c. 1867.119¾	119¾	....	119¾	119⅝	119¾	
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68.....	119¼	....	119¼	119¾	119¾	
U. S. 6s, Pac. R.R. issue.....	116⅞	117	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24
Catawissa preferred	....	....	....	....	....	....
" 7s, new 101¼	....	....	102	....	....	
Camden and Amboy.....	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	89¾	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89 99¼	99¼	....	....	99¼	99¼	
Elmira & Williamsport.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 7s.....	....	....	....	....	....	....
Lehigh Navigation..... 45¼	44¾	45	45¼	45⅝	45¾	
" 6s, 1884 95	94¾	94¾	95	....	....	
" Gold L..... 96	....	96¾	....	96¼	96¼	
" R. R. L.....	....	94½	....	....	95	
" Conv. L. '77....	....	....	87	....	....	
Lehigh Valley R. R..... 61½	61	61	61	61	61½	
" 6s new coup....	....	....	....	....	....	....
" 6s new reg.....	100¼	100¼	....	....	....	....
" 7s.....	103½	....	....	....	103¾	
Little Schuylkill R.R... 46¼	....	46	....	....	47	
" 7s.....	....	....	....	....	....	....
Minehill 52	....	....	....	....	52	
Morris Canal.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	45	
" 6s, 1885 .... 99½	....	....	....	99½	99¼	
" 7s.....102½	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central 38½	....	....	....	38¼	....	
Oil Creek & Alleg. Riv. 17¼	....	17	17	17	17	
" 7s.....	....	....	....	....	....	....
Pennsylvania R. R..... 52¼	51⅞	51⅞	52	52	52¼	
" 1st M.....	100½	100¼	....	....	101¼	
" 2d M.....	....	....	102	....	....	
" Gen. mort.....	....	....	....	....	89¼	
" " reg.....	....	....	....	....	....	....
Penn. State 6s. 1st series.....	....	....	....	....	....	....
" 6s, 2d series.....	105¾	....	....	....	105⅝	
" 6s, 3d series.....	....	....	....	....	....	....
Philadelphia City, 6s...101	....	101	101	101	101	
" new 103	103¼	103¼	103¼	103½	103¼	
Philad., Germ. & Nor.....	....	....	....	....	....	....
Phila. & Reading 57¾	57¾	57⅝	57¾	58	57⅝	
Philadelphia and Erie.....	21	....	21¼	21½	....	
" 6s.....	....	....	....	94	....	
" 7s.....	....	87¼	....	87½	87¼	
Phila., Wilm. & Balt.....	....	....	....	....	....	....
Schuylkill Navigation.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 6s, 1882	....	77¼	77¼	....	77	
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	88	....	
United Co. of N. Jersey.123¼	123¼	123	....	121x	121	
Hestonville, (Horse).....	20½	....	....	....	20¼	
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	61	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	21¼	21¼	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 24.

	W.18.	Th.19.	F.20	Sat.21.	M.23.	Tu.24
Baltimore City 6s, 1875.....	....	....	....	....	....	101
" 1886	....	98½	....	....	....	....
" 1890	....	98¾	98¼	98¼	98¾	
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	98
Balt and Ohio.....	....	....	....	....	172½	172¼
" bonds, 1875.....	....	....	....	....	....	....
" " 1880.....	....	....	....	....	....	....
" " 1885.....	....	....	....	99¾	....	....
Central Ohio.....	....	....	....	....	....	....
" 1st mort... 89	....	89	89	....	....	....
Marietta & Cin. 1st M..102½	....	....	....	101¼	....	
" 2d M.....	92¼	....	92½	92¼	92¼	
" 3d M. 8s.... 79½	....	79	79	....	....	....
Northern Central..... 38½	38½	....	....	....	....	....
" bonds, 1885.....	....	....	....	....	....	....
" " 1900.....	....	....	....	92	....	
Pittsb. & Connellsv. 7s. 89¾	....	89½	89½	89	88¾	
N. W. Va. 3d mort.....	....	....	....	....	....	....
Virginia 6s, Consol..... 51	50¾	52½	....	....	....	
" Defer. Certif.....	....	....	....	....	....	....
City Passenger R. R.....	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 25.

	Th. 19.	F 20.	Sat. 21.	M 23.	Tu. 24.	W. 25
Boston and Albany	139	138½	138½	138	137¾	....
Boston and Lowell	....	104½	104¾	105	104¾	....
Boston and Maine	108¾	108	107½	107½	107¾	....
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	29½	29½	29	29	29⅝	....
Cheshire, pref	....	....	....	....	79	....
Chi., Burl. & Quincy	103¼	103½	....	103¼	103½	103⅜
Concord	80	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	68½	66	64½	63¾	63¾	66½
Fitchburg	123	123	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	87	88⅛	86	85¾	86	86⅛
Northern, N. H	....	....	....	106½	....	....
Ogdens. & Lake Champ	52½	....	....	50	....	....
" pref	....	....	92½	....	....	....
Old Colony	....	....	111	111	111	111
Ph., Wil. & Baltimore	55½	55½	....	55	55	55½
Portl'd, Saco & Ports	115½	....	....	115	115	115½
Union Pacific	....	....	....	....	....	....
" 6s	82⅝	83	....	....	82⅝	82½
" Land Grant 7s	....	....	....	....	79½	80½
" Income 10s	79	79¾	80	80½	80¾	81½
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	82	81¾	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	44¾	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	28	....
Copper Falls	22½	22½	23½	23	....	....
Franklin	....	....	....	....	....	4
National	....	....	....	....	....	....
Quincy	37½	37	36½	36¾	36⅝	37½

London Stock Exchange.

	Closing Prices. Mar. 6.	Feb. 27.
Atlantic & Gt. W. 1st mort., $1,000	66 — 68	66 — 68
Do. 2d mort., $1,000	47 — 49	51 — 53
Do. Con. mort. B'nds Bisch's Cert.	21½— 22½	22½— 22¾
Do. Reorg. Scrip	— — —	98 —102
Do. Leas. Lines, Rental Bonds	82 — 85	84 — 86
Detroit & Milwaukee 1st mort. Bonds	71 — 73	71 — 73
Do. 2d do.	50 — 55	50 — 55
Erie shares 100 dol. all paid	41½ — 42	43½— 44
Do. 6 per cent Convertible Bonds	96 — 98	98 —101
Cons. Mort. amount autho. to be issued for conv. of existing bonds	93 — 95	98 — 99
Illinois Central $100 shares all paid	95½— 96½	96 — 97
Do. Redemption mort. bonds 6 p.c.	101 —103	101 —103
Illinois & St. Louis Bridge 1st mort.	101 —102	101 —103
Marietta and Cincinnati Rail. Bonds	94 — 97	94 — 97
Michigan Central 8s 1882, conv.	90 — 100	90 —100
Panama 2d mort	68½— 69½	73 — 75
Panama General mort	97 — 99	97 — 99
Pennsylvania, 2d mort	98 — 99	97 — 99
Do. General mort	98 — 99	98 — 99
Do. $50 shares	47 — 48	47 — 48
Philadelphia and Erie 1st mort	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, March 28, 1874.

Stock Exchange and Money Market.

The discussions relative to the financial situation, the volume of currency, and the probable action of the national legislature, have been unusually earnest, both in and out of Congress, during the week. The House of Representatives has decided on $400,000,000 as the limit of the legal tender circulation. Whether the Senate will concur in this action of the popular branch of the National Legislature is yet uncertain. The course of Money in the local market has been rather less favorable for borrowers, in view of the more active inquiry for accommodation, and the increasing calls for currency from the interior. The offerings on bank and private account have been on a somewhat reduced scale. The current quotations have been on the basis of 3@5 per cent on call; and 5½@7 per cent per annum, in the discount line. The U. S. Sub Treasury in this city closed the week with augmented cash reserves, the currency balance having been $38,027,747 or $342,602, more than the preceding week; and the coin hoard, $55,723,158, or $22,598, more than on the previous return. The City banks, in their last weekly exhibit, indicated a further general reduction in their averages. The City bank exchanges, during the week, were $410,207,171, or a daily average of $68,367,862. The customs revenue of the port, during the week, was $2,507,832 of which $2,377,832 were in coin certificates. The deposits of the City banks show a decrease of $2,247,400; the legal tender notes a decrease of $1,468,200, and the specie reserve of $1,218,000. The banks enlarged their loan and discount average $149,100, and contracted their circulation $3,600. The City banks reported their average of gold last week at a trifle over 26⅝ millions; and their greenback average at $60,184,400. Their deposits stood at $240,991,100. The loan item was about 285⅞ millions. The circulation was less than 26¾ millions.

The outstanding amount of legal tender notes is yet 382 millions; and of National bank circulation $348,751,869.

Government has received $70,985,851 from internal revenue, thus far in the current fiscal year.

The U. S. Treasurer now holds in trust as security for national bank circulation, U. S. bonds to the amount of $392,880,200 and for public deposits, $16,270,200.

Gold has been moderately active. The speculative demand has been somewhat brisker, especially toward the close. The customs drain has been up to a fair average. There has not been much of an export movement. The extremes of the price have been 111⅝@112½, closing at 112⅜ as against 112 on Wednesday of the preceding week. The specie outflow, last week, was $680,332. The imports of specie at this port since Jan. 1, have been $1,096,463, against $597,689 same time last year. The customs demand for Gold last week ave aged $417,972 a day. Foreign Exchange has been rather more sought after and generally quoted steady, with Bankers' sixty day bills on London quoted on Wednesday at $4 84¼@$4 85; sight bills on London, at $4 87½@$4 88¼. The week's exports of Domestic Produce have been to the currency value of $5,413,034.

Government had under its control on Wednesday, in the national treasury, a cash balance of $3,250,000; and a coin reserve of $86,500,000, of which $39,500,000 were represented by outstanding coin certificates.

Government securities have been in good demand, especially on investment account, and have been quite strong as to values. U. S. sixes of 1881 closed on Wednesday of this week at 120¼@120½; U. S. Five-Twenties of 1862, 117½@117¾; U. S. Five-Twenties of 1864 at 119½@120; U. S. Five-Twenties of 1865, 120@120½; U. S. Five-Twenties of 1865 consolidated, 119@119⅛; U. S. Five-Twenties of 1867, 119¾@120; U. S. Five-Twenties of 1868, 119⅝@119⅞; U. S. Ten-forties at 114½@114¾; U. S. Fives of 1881, (Funding Loan) 115@115¼; Six per cent. currency Sixes from 117@117¼.

State and Railway bonds have been in fair request since our last, at generally steady rates. Central Pacific first mortgage six per cents closed at 94@94½. Chesapeake and Ohio First Mortgage Bonds, Six per cents, 56@56½. Railway and miscellaneous share property has been more active and toward the close, quoted stronger as to price.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $7,517,103, against $10,997,728 same week last year. The exports of domestic produce are $5,413,034, as against $5,260,047, last year. The exports of Gold and Silver, $680,332, as against $781,774 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $2,574,744, as against $3,231,640, same week last March.

There has been rather less animation in most kinds of domestic produce, though the cotton movement has been fairly active, and closing more firmly. The cotton receipts of the week past, at all the ports were 67,000 bales; the total since Sep. 1, to date, 3,330,476 bales, as against 2,974,987 last season. The exports of the week, 91,000 bales, and the whole amount of the present crop thus far marketed abroad is 2,030,000 bales, against 1,803,000 bales to date last season. The stock in the ports is now 683,500 against 531,000 bales last year. Breadstuffs and Provisions have been in moderate demand, at irregular prices. Groceries, Wool, Tobacco, Hops, Hemp, Fish, Fruit, Oils and Leather have been less freely dealt in. Hides, Naval Stores and Petroleum were in fair request. The Metal trade has been comparatively dull, the only important sales of iron reported having been of 1,800 tons American Rails on p. t. We now quote: Eglinton Pig Iron at $38@$39; Glengarnock, $39@$41; Coltness, $44; Gartsherrie, $46; No. 1 American Pig at $35; No. 2 do. at $31@$33; Forge, $29@$31; English Rails at $55@$60, gold; American Rails at works, $62 50@$65; Old Rails, $40; Wrought Scrap, $40@42 50. Ocean freights have been unusually depressed and rates decidedly lower, on a comparatively limited business.

At the auction sale of Scranton Coal on Wednesday, 60,000 tons were disposed of at $4 50 for steamboat, $5 60 for grate, $4 82½ for egg, $5 22½@$5 30 for stove, and $4 22½@$4 25 for chestnut.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Pacific R. R. pref., 17; Pacific R. R. of Mo., 42¼; do. 1st mort., 79; Rensselaer and Saratoga R. R., 108; Sixth Avenue R. R., 155; New Jersey Southern R. R., 3¼; Albany and Susquehanna R. R., 93½; do. 1st mort., 102½; St. Louis, Jacksonville and Chicago 1st mort., 96½; Mil. and St. Paul scrip, 78¼; do. 1st mort. C. & M. div., 80½; do. LaC. div., 90; Chicago and Northwestern consol. gold bonds, 87½; Michigan Central 7s, 98½; Central of New Jersey 7s, 1902, conv., 102; do. 1st mort. new, 106½; Morris and Essex 7s, 1871, 95½; Long Dock bonds, 99¼; St. Louis and Iron Mt. R. R., 58½; do. 1st mort., 96; do. 2d mort., 81; Lake Shore div. bonds, 96½; Del., Lack. and Western 7s, conv., 104½; Galena and Chicago 2d mort., 100; Long Island R. R. 1st mort., 93½; Lake Shore and Michigan Southern 7s, consol., coupon, 97¼; E. Tenn., Va. and Ga. 1st mort., 90; Gt. Western 1st mort., 1888, 93; Toledo, Wabash and Western 7s, consol., 70; Ohio and Mississippi 7s, consol., 92; do consol. S. F., 93; Boston, Hartford and Erie 1st mort., 29½; Delaware and Hudson Canal reg. 7s, 1891, 105; Buffalo and Erie 7s, new, 98; Wells-Fargo Exp., 76; Adams Exp., 99; Am. Exp., 64; Western Union Tele-

graph, 80½; do. 7s, 98½; Atlantic and Pacific Tel., 16¼; Am. Dist. Tel., 59½; Consol. Coal of Md., 48; Pennsylvania Coal, 285; Tenn. 6s, old, ex-coupon, 70; do. new, 70½; North Carolina 6s special tax, 3d class, 8½; do. F. A. 1866, 27; South Carolina 6s, new, Jan. and July, 8; Connecticut, 6s, W. L., 101; Ohio 6s, 1886, 104½; Brooklyn 6s, W. L., 93.

Philadelphia.—Pennsylvania and New York 7s, 103; Schuylkill Nav. 7s, B. L., 90; Sunbury and Erie 7s, 103; Connecting R. R. 6s, 89; Northern Pacific 7 30s, 86; Philadelphia and Reading 7s, new, conv., 104¾; Warren and Franklin 1st mort., 80; Ithaca and Athens 7s, 96¾; Phila. and Reading C. and I. deben. bonds, 81¾; do. mort. bonds, 89; Wilmington and Reading 1st mort., 85; West Jersey R. R. 7s, 104½; Chesapeake and Delaware Canal 6s, 87; Danville, Hazleton and Wilkesbarre 7s, 80; Nesquehoning Valley R. R., 53; Pennsylvania R. R. div. scrip, 98¼; Huntingdon and Broad Top Mt. R. R., 10¾; Philadelphia and Trenton R. R., 121. The latest quotations are: City 6s, 101@101¼; do. free of tax, 103@103⅛; Pennsylvania State 6s, 2d series, 105⅝@106; do. 3d series, 109½@110; Philadelphia and Reading 57⅞@58; do. Gen'l mort. 7s, coup., 103@104; do. reg., 103@103½; do. mort. 6s, 1880, 99@101; do. new, conv., 104¾@105; do. 7s, 1893, 105¾@—; United New Jersey R. R. and Canal Co., 121@121½; Camden and Amboy mort. 6s, 1889, 98¾@99½; Pennsylvania R. R., 52⅛@52⅛; do. div. scrip, 98¼@98½; do. 1st mort., 100½@101; do. 2d mort., 101@102; do. general mort. coupon, 87½@89; do. reg., 93 94; Little Schuylkill R. R., 46½@47; Morris Canal, 50@52; do. pref. 121@123; do. 6s, 96@—; Susquehanna Canal, 5@9; do. 6s, 73@75; Schuylkill Nav., 6@6½; do. pref., 12½@13; do. 6s, 1882, 77@78; do. 1872, 88@—; Elmira and Williamsport pref., 38@39; do. 7s, 1873, 98¾@100; do. 5s, 62@65; Lehigh Coal and Navigation, 45⅝@45¾; do. 6s, 1884, 93@95; do. R. R. Loan, 94⅞@95¼; do. Gold Loan, 96¼@96½; North Pennsylvania, 45@45½; do. 6s, 99@99½; do., 7s, 102@102½; do. Chattle 10s, 108@—; Philadelphia and Erie, 21@21½; do. 6s, 93@94; do. 7s, 86½@87½; Minehill, 52@53; Catawissa, 16@17¾; do. pref. 43@43½; do. 7s, 1900, 100⅝@102; Lehigh Valley, 61⅛@61⅜; do. 6s, new coupon, 99@100; do. reg., 100@101; do. 7s, 103@103½; Fifth and Sixth streets (horse) 55@57; Second and Third, 60½@61½; Thirteenth Fifteenth, 21½@21⅞; Spruce and Pine, 28@30; and Green and Coates 47@50; Chestnut and Walnut, 60@60½; Hestonville, 20½@21; Germantown, 37@40.

Boston.—Atchison, Topeka and Santa Fe con. scrip, 33½; do. 7s, L. G., 59½; Chicago, Burlington and Quincy 7s, 96⅜; Vermont Central 1st mort., 25; Rutland pref., 39; do. 7s, 1880, 72⅞; scrip, No. 5, 80; do. No. 4, 83; Burlington and Missouri River R. R. in Iowa, 100½; do. Creston Branch, 98½; do. in Nebraska, 62¼; do. 8s, in Nebraska, 98¾; Boston and Maine 7s, 103½; Jackson, Lansing and Saginaw 8s, 1891, 98½; Grand River Valley 2d mort. 8s, 1879, 94¾; Iowa Falls and Sioux City 1st mort. 7s, 81; Little Rock and Ft Smith 1st mort. 6s, 1900, 6; Western R. R. 6s, 1875, 99¼; Old Colony 5s, 1874, 99⅛; do. 6s, 1876, 99; do. 7s, 1877, 102⅛; Michigan Central Air-line 8s, 1890, 103; Eastern 7s, 1883, 94; do. 6s, 1889, reg. 81; Maine Central 6s, gold, 87½; Detroit and Bay City 1st mort. 8s, 1903, 99½; Nashua and Lowell R. R., 136; Summit Branch, 35; Indianapolis, Cincinnati and Lafayette R. R., 6⅞; Norwich and Worcester R. R., 126; Portsmouth Gt. Falls and Conway R. R., 55; Framingham and Lowell R. R., 49¾; do. 7s, 90; Eastern (N. H.) R. R., 62; Boston Water Power Co., 14¼; Cary Imp., 7¼; Maine 6s, 100¾; New Hampshire 6s, 1884-'99, 99⅛; Providence, 5s, gold, 92½; Chicago 7s, 1888, 99⅛; do. 6s, 1880, 91⅛; Boston 6s, 1894, 99¼; Worcester 6s, 1892, 96¾; New Haven 6s, 1881, 95⅜; St. Louis 7s, 1885, 98; do. 6s, 1886, 88½; Cook Co., Ills., 7s, 1880, 98½; Toledo 8s, 1893, 102⅜; Portland 6s, 1897, 92⅛; Indianapolis 8s, 1877, 101¾; Hartford 6s, 1882, 97¼; Allouez Mining Co., 8; Calumet and Hecla, 136⅝; Hemboldt, 50c.; Mesnard, 1; Petherick, 2; Rockland, 1½; Superior, 20c.; Winthrop, 30c.

Baltimore.—Virginia consols, ex-coupons, 48; Virginia consols, coupons, 76¾; Northern Central 6s, 1900, gold, 91¼; Orange, Alex. and Manassas 7s, 80; Atlanta and Richmond Air Line 8s, 59; Orange and Alexandria 2d mort. 6s, 80; do. 4th mort. 8s, 76; Western Maryland 3d mort. guar., 95¾; Virginia Central 7s, 73⅛; Wilmington, Columbia and Augusta 7s, 68; Memphis City 6s, 50. The latest quotations are: Wilmington, Columbia and Augusta bonds, 65@68; Pittsburg and Connellsville 7s, 1898, 88¼@88½; Baltimore and Ohio, 172@172; do. 6s, 1875, 99¾@100; do. 1880, 99@99½; do., 1885, 100¼@100½; Parkersburg Branch, 5@10; Northern Central, 38⅛@39; do. 6s, 1885, 91@93; do. 1900, 88@90; do., 6s, 1900 gold, 91@91; N. W. Va. 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 100@101½; do. 2d mort., 7s, 92¼@92½; do., 3d mort., 8s, 79@79¼; Central Ohio, 42@42½; do. pref., —@45; do. 1st mort., 88¾@89⅛; Western Md., 1½@3¾; do. 1st mort. 6s, 1890, 75@—; do. 1st mort. guar., 95@96; do. 2d mort. guar., 95@96; do. 3d mort., guar., 94@95¾; do. 2d mort. pref., 61@62; do., 2d mort. guar. by Washington Co., 80@82; Richmond and Danville 1st mort., 70@72; Orange and Alexandria 1st mort. 6s, 88@90; do., 2d mort. 6s, 79½@80⅛; do., 3d mort. 8s, 81½@84; do., 4th mort. 8s, 74@75; Orange, Alex. and Manassas 7s, 79½@80; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort. 6s, 65@75; do. 8s, 81¾@83¼; Baltimore 6s, 1875, 101@101; do., 1884, 98½@100; do. 1886, 99⅜@100¼; do. 1890, 98¾@99; do., 1893, 97@98; do. 1893, exempt, 97¼@97⅝; do., 1900, 98@98½; do. 1900 new, 99@99; do. 1902, 98½@99; Memphis City 6s, 49¾@50¼; Maryland Defense Loan, 1883, 105@105¼; Virginia 6s, old, 33@39; do. new, 48@50; do. consol. 6s, 50⅜@50¾; do. coupons, 76½@76¾; West Virginia, 11@11¼; City Passenger R. R., 16½@18; George's Creek Coal, 125@140.

☞ At the election for Directors of the Pennsylvania Railroad Company, held in Philadelphia on the 24th inst., the following-named persons were chosen to serve for the ensuing year: J. Edgar Thomson, Josiah Bacon, Wistar Morris, John M. Kennedy, John Scott of Pittsburg, Alexander J. Derbyshire, Samuel M. Felton, Alexander Biddle, N. Parker Shortridge, and Henry M. Phillips.

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We also deal in the Central Pacific and Western Pacific Gold Bonds, which, at present prices, are very desirable for investment.

We are also selling the Central Pacific Gold Six Per Cent. Land Bonds at 85 and accrued interest.

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Pennsylvania Railroad.

The improvements making by the Pennsylvania Railroad Company on the Newark (N. J.) meadows, will afford standing room on the multitude of tracks there for more than three thousand cars, and they are so arranged that freight is sent into New York in the order of its arrival. Ordinarily, freight which arrives first during a busy season is the last delivered; but under the new order of things, this difficulty is avoided. The timber trestle work is 200 by 400 feet, and is reached by an inclined plane 1000 feet long. There is a capacity for the storage of 8000 tons of coal. Engines of trains can be coaled in from one-half to one minute. Already about one million and a half dollars have been spent, and the estimate for the present season's expenditures are $450,000. The entire cost is estimated at about $2,000,000.

The "Pulsometer."

Latterly we have been favored for some reason with a number of inquiries respecting the operation and efficiency of the Pulsometer for mining purposes, and as a steam pump on shipboard. At present we can only say that our impressions of the machine for these purposes are much in its favor; but it is our intention at an early day to make a critical examination of it, its performances and claims to public favor, and we shall report the result in these columns for the benefit of intending purchases of steam pumps and all similar machinery.

Asbestos,

As a building and protective material, is evidently destined to come rapidly into general use and favor. Its cheapness, variety of use, and application; its wonderful resistance to fire, and perfect protection as against water and weather, render it invaluable in the construction of private and public buildings, ships, and indeed in any and every structure and thing likely to be any way exposed to either fire, water or weather. We are in possession of some valuable information regarding the uses and application of Asbestos, which is reserved for a future occasion.

☞ We invite the attention of our readers to the card of Messrs. Miller & Smith, of 43 Exchange Place, New York, who are dealers in Steel and Iron Rails, Locomotives, Cars, Railroad Machinery, and all articles appertaining to the building and equiping of railroads. They are also the agents of the well known Dickson Manufacturing Company of Scranton, Pennsylvania.

St. Louis, Iron Mt. and Southern Railway.

The various interests in the St. Louis and Iron Mountain and Cairo and Fulton Railroads, embracing 700 miles, from St. Louis to Fulton, on the frontier of Arkansas, where the line connects by bridge over the Red River, with the Texas Railroads, are about to be consolidated. The stock of the St. Louis and Iron Mountain, proper, $10,000,000 in amount, is to be taken in at 115 per cent, and the stock of the Cairo and Arkansas connections, $16,000,000 in amount, at 60 per cent. And there is to be a reserve of $5,000 000 of the Consolidated Stock of the "St. Louis, Iron Mountain and Southern Railway," (the newly formed corporation,) for future contingencies in equiping the whole line and for such improvements as may be needful for its efficiency and growing business.

Self Lubricating Axle Box.

"Master mechanic" writes us from Chicago, asking what we know about a certain French article in the above line. We saw the invention referred to in the last Fair of the American Institute, but before recommending it unreservedly, shall send our expert to make an exhaustive and reliable investigation into its real merits. Then we shall be prepared to back up what we may say.

☞ The bill passed by the Missouri State Legislature to extend for twenty years the $1,500,000 bonds of that State, advanced to the Hannibal and St. Joseph Railroad Company, has been signed by the Governor, and becomes therefore a law. This relieves the company from embarrassment, and enables it to commence the extension of its road to St. Louis, which will open up connections with all the railroads of Iowa, Wisconsin, Northern Illinois, and Minnesota, and furnish an important trunk line from St. Paul to St. Louis.

☞ The president of the Massachusetts Central Railroad is represented as being very hopeful and confident as to the prospects of that road. He says that the bonds are now being negotiated, and that the negotiations will soon be completed, and the work on the road resumed immediately thereafter. We have heard from other sources that it was expected that the work on the road would be resumed this spring.

☞ The Washington and Ohio Railroad Extension from Hamilton to Purcellville, a distance of four miles, will be opened with public ceremonies, a dinner, speeches, &c., on the 30th inst.

☞ The Ogdensburg and Lake Champlain Railroad Company have declared a semi-annual dividend of $4 per share on the preferred stock, payable April 1.

☞ We learn that surveys are now being made by E. Stratton, C. E., for a railroad from Northampton to Shelburne Falls, designed to connect the Massachusetts Central with the tunnel.

☞ The Governor of California has approved the bill granting the right of way to the Texas Pacific Railroad along the river and bay of San Diego.

☞ Mr. Adolphus Meier has been elected President and Mr. Nicholas Schaeffer Vice President of the Illinois and St. Louis Railroad Company.

St. Louis, Salem and Little Rock Railroad.

At a meeting of the stockholders of this company, held at Steelsville, Crawford County, Mo., on the 12th inst., the following directors were chosen: A. L. Crawford, of Newcastle, Penn.; Wm. L. Scott and Wm. Brewster, of Erie, Penn.; A. J. Crawford, of Terre Haute, Ind., and C. C. Simmons, of St. Louis. At a subsequent meeting of the directors the following officers were elected: A. L. Crawford, President; Wm. L. Scott, Vice President; Wm. Brewster, Secretary and Treasurer; Emmerson L. Foote, Assistant Secretary and Treasurer; J. W. Blanchard of Steelsville, General Superintendent, and G. B. Sankey, Chief Engineer and General Freight Agent.

☞ The Railroad Commissioner of Michigan, after thoroughly investigating the subject in all its bearings, has come to the conclusion that it would be impossible to devise any measure for the regulation of freights that would be of just application to all of the roads, and that even separate rates of tariff on each road would be productive of great injury to the material interests of the State. He therefore asks to be relieved of the responsibility of fixing rates of fare. The reasons given are conclusive, and will be found to exist in Illinois and every other State in the Union.

☞ The managers of the ticket departments of the New York Central, Pennsylvania and Erie Railway Companies agreed to advance the prices of tickets to all Western points to the old figures, an advance on the Chicago fare from $22 to $26; St. Louis, from $20 to 27; Cincinnati, from 15 to $20, and Cleveland, from $11 to $14 25.

The Baltimore and Ohio road continue to sell Cincinnati tickets for $13 50; Chicago (by way of Cincinnati), for $18 50; St. Louis, $21 25; and Omaha, $36.

☞ The Philadelphia and Trenton Railroad Company will pay a quarterly dividend of 2½ per cent on the 10th prox. The United Companies of New Jersey will pay a like quarterly dividend at the same time.

☞ The regular half-yearly dividend of four per cent on the stock of the New York Central and Hudson River Railroad will be paid on the 15th of April.

THE ILLINOIS CENTRAL RAILROAD COMPANY offers par and a premium of one per cent. (101 per cent.), with accrued interest, for any of its construction mortgage bonds presented for prepayment prior to July 1, 1874, at its office in New York.

The outstanding balance of its Construction Mortgage Debt is about $3,000,000. These Bonds mature April 1, 1875.

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Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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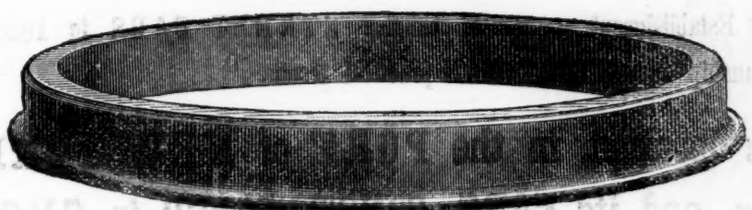
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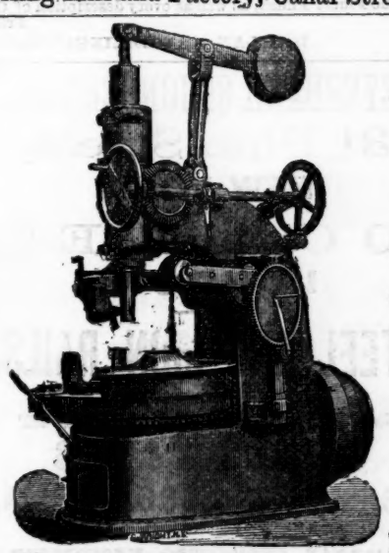
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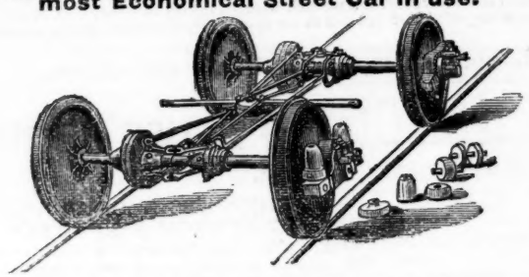
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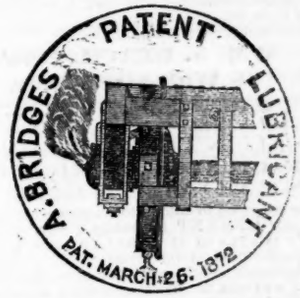
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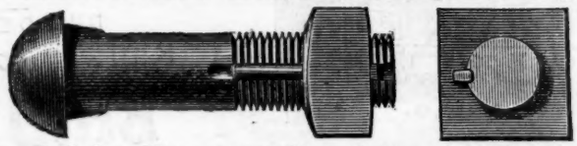
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FOR RAILROAD RAILS.

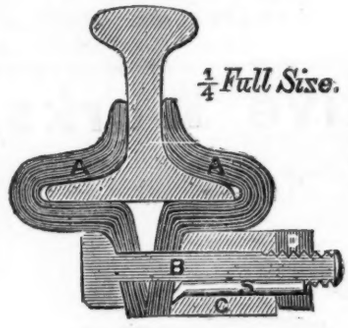
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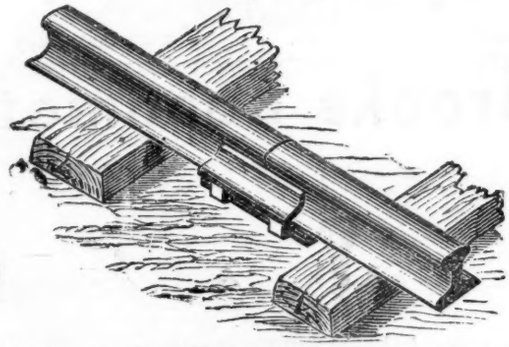
It is *SIMPLE*, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.

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¼ *Full Size.*

VIEW.



VIEW AND SECTION show position in place. A.—Is CLAMP-TRUSS. B.—Are two ¾ inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—The LOCK of the NUT, which prevents its jarring loose.

The patentee is prepared to fill orders sufficient for four miles of track per day.

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